

Maclean's

MULRONEY
TAKES THE
OFFENSIVE

THE ENDGAME

**THE FINAL WEEKS OF THE GULF WAR
MAY BE THE MOST BRUTAL YET**



The Deadly Multiple
Launch Rocket System
Used Against Iraqi Forces
In Kuwait Last Week



PERHAPS YOU SAVED YOURSELF
FOR A RELATIONSHIP LIKE THIS.



Once you get beyond its rather engaging good looks, you'll find there's even more to the Accord Coupe that will stimulate your senses. Add the superior handling of Honda's celebrated double wishbone suspension to its 2.2 litre, 16-valve overhead cam engine, and

you have the appetizing prospect of every twist and curve in the long road ahead. Complete of course, with the Accord Coupe's impeccable investment credentials. The Honda No Small Print Warranty.

ACCORD COUPE **HONDA**

Remember your next facts. It's a tough fact of life.



Dr. Ruben Rausung, inventor of the juice box

>>> "A PACKAGE SHOULD SAVE MORE THAN IT COSTS"



perfect solution.

It's a tribute to Dr. Rausung's genius that his juice box is as effective in meeting the needs of the '90s as it was when he first invented it.

Needs such as maintaining the highest level of nutrition and flavour protection in foods while ensuring outstanding safety to consumers. In fact, it was for these very reasons that in 1989 the Institute of Food Technologists named juice box packaging the most important food science innovation in 50 years.

Tetra Pak was founded 40 years ago to provide

solutions to the problems facing the world at that time. Two generations later, they're providing solutions to the problems facing us today.

Dr. Ruben Rausung died in 1983 at the age of 88. But at Tetra Pak, his work goes on.



Good for you
Good for the earth

For more facts on pure boxes and the environment, call 1-800-363-2338 or write: Tetra Pak Inc., 200 Vandevoort Road, Aurora, Ontario L4G 3G8

Maclean's

CANADA'S WEEKLY NEWSMAGAZINE FEBRUARY 25, 1991 VOL. 154 NO. 8

CONTENTS

4 EDITORIAL

6 LETTERS/PASSAGES

8 OPENING NOTES

Douglas Creighton poses a patriotic broadside; Nelson Bito leaves his sock; battle fatigue late the Vancouver 77 front; Moscow sets CNV date; Don Quayle gets less critical—and \$42,000 more pay; an old war-horse of a peasant leads for home; Purple's ball of decorum comes under fire; the slogan war becomes big business

11 COLUMN/CHARLES GORDON

12 CANADA

The Prime Minister tries to reassert control over the constitutional agenda; B.C. Premier William Vander Zanden seeks to justify his actions in the sale of Fantasy Gardens

16 COVER

31 WORLD

32 BUSINESS

The collapse of a Winnipeg real estate company shakes local Manitobans

36 BUSINESS WATCH/PETER C. NEWMAN

37 PEOPLE

38 HEALTH

The Western Hemisphere's first cholera epidemic this century is sweeping through Peru. Medical authorities said that the disease was likely to spread to neighboring nations

39 COMPUTERS

A California company unveils its prototype computer operating system, which some analysts say has more potential than keyboard-operated personal computers

40 WEATHER

Tough water-conservation measures have failed to alleviate the effects of California's drought, now in its fifth year

41 MEDIA WATCH/GEORGE BAIN

42 FILMS

Yves Simonen's whimsical English-language debut marks a breakthrough for Canadian cinema—and for the hottest Quebec director of his generation

44 FOTHERINGHAM

WORLD/COVER

THE ENDGAME

Two days after U.S. warplanes attacked a Baghdad bomb shelter, killing scores of civilians and setting off a storm of Arab protest, Iraq said that it was willing to unconditionally withdraw its forces from Kuwait. But an diplomat is prepared to discuss the Iraqi proposal during the weekend in Moscow. President George Bush called it "a cruel hoax" and vowed to press on with the war. — 16

BUSINESS

CLOUDS IN 'OPEN SKIES'

Canadian Airlines International president Elton Epton is struggling to keep his Calgary-based company competitive. Like dozens of other airlines, the company is reeling from the combined effects of the economic recession, worldwide overcapacity and higher fuel prices caused by the Gulf crisis. — 33

WORLD

A CASE IN JEOPARDY

A judge last week postponed the trial of Wacine Mundeke on kidnapping and assault charges after a key prosecution witness vanished. The case is an embarrassment to the African National Congress and the government, both of which will soon begin critical negotiations on South Africa's future. — 31



TAKING A STAND

It was refreshing to finally read Barbara A. Ansel's well-placed, accurate assessment of the motives behind Canada's involvement in the Gulf War ("Standing up to a monstrous tyrant," *Column*, Feb. 4). How some people can so naively think it is none of Canada's business truly astounds me. No one wants war, but the tragic reality will be unacceptable in comparison to the human and economic damage that would ensue should Saddam Hussein be allowed to prevail. As a Canadian, I am proud that we are part of the coalition to defeat Saddam's despotic ambitions.

Graham Smith,
Kitchener, Ont.

There must be Canadian historians, consultants, university professors or other knowledgeable about the Middle East who could better provide some insight into events there than the dumb propaganda by Ansel. I'll want a chair-broker's hypocritical, non-directional view of events. I can go to the tabloids at the supermarket.

Brian Temple,
Calgary

Ansel thinks that "standing up to" means fighting, killing and waging war. An alternative interpretation, the one I believe Audrey McLaughlin and many other Canadians subscribe to, is to use the army to defend ourselves. Strength is not to be achieved by violence. Determination is not the willingness to wage a long war; it is the willingness to force a long peace.

Tim Sarnak,
Hamilton

Ansel eloquently points out some fundamental principles to consider with respect to the Saddam Hussein of this world. The desire for power, without a means by which to achieve it, is meaningless. Ansel's column is a most enlightening reminder that not everyone in this country is as empty-headed and spineless as those the news media are wont to portray.

Paul Marley,
Niagara, B.C.

Ansel/Ansel peace misrepresents. Yet peace is the foundation of our society, not some vacuous left-wing fantasy. Theoretical separation stems from the notion that our society is progressive and perfectible. What we need is a courageous leader who can shatter the ideological stranglehold of the past and offer a thought-provoking alternative. That is what the "new world order" is truly all about.

Rae Marie Gosh,
Hamilton



Hussein: 'human and economic carnage'

SENATE 'SADOTAGE'

The defeat of the abortion bill in the Senate is one more indication of the gap between our aspirations, that Canada is a democratic society and the reality that basic democratic laws are being made by an appointed elite unaccountable to the people ("Back to Square 1," *Column*, Feb. 11).

Feb. 11). What issues and subjects are it that there has been an outcry against the blatant contravention of the elected role of an appointed Senate. Can anyone of the complexity of the abortion debate and the divisiveness of the issue in our society. That for the government of Canada to allow the Senate to abrogate the basic practice of democracy by the representatives of the people is unacceptable.

Kay Lefkin,
North York, Ont.

NO SIMPLE SOLUTION

I am afraid that we are not going to find one. I came for chronic fatigue syndrome, and now we are going to find one treatment ("Sick and tired," *Health*, Feb. 4). The causes are multiple and complex. Unfortunately, the scientific method, by definition, isolates one treatment, or one cause, and tests it to prove whether it is valid or not. We have to believe and accept that our patients are suffering, even if we do not know the cause. Otherwise, "patient abuse" will be the next analogy doctors will be treating.

Dr. Gordon F. A. Davis,
Toronto

Letters are edited and may be condensed. Editors do not accept any responsibility for opinions expressed. Letters should be sent to: Editor, Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1.

PASSAGES

NOMINATED: For an Academy Award for best supporting actor, Toronto actor Graham Greene, 56, has his rise as Kelsey Bell in Kevin Costner's *Dances with Wolves*. Greene is the first Canadian to be nominated for an acting Oscar since Chief Dan George, who nominated for his supporting role in the 1970 movie *Little Big Man*. *Dances with Wolves* received 11 other nominations, including best picture, best director and best actor for Costner. Greene, who was a 1988 *Dominion* Movie Month best actor award for his role in the Toronto production of native Canadian playwright Tomson Highway's *Two Dying Lightly Men* to *Kapuskasing*, is now returning home. *City* Entertainment to U.S.A.



Actor Graham Greene, 56, has his rise as Kelsey Bell in Kevin Costner's *Dances with Wolves*.

KL: Toronto author and former New Brunswick premier Richard Blakeney, 64, with a well-known brain tumor. Last week, Blakeney announced that he has been receiving chemotherapy and radiation treatment for a tumor on the cerebellum. Blakeney was premier of New Brunswick from 1970 and Premier Frank McKenna's Liberal defeat kept Conservatives in 1987.

DIED: Bridge grandmaster James Jacoby, 68, of cancer in a Dallas hospital. Jacoby, the son of Oswald Jacoby, also a world-famous bridge champion, has won 16 American bridge titles and four world bridge titles.

DIED: New York City mayor from 1954 to 1965, Robert Wagner, 86, of heart failure in his Manhattan home. During Wagner's

three terms as mayor, he successfully public housing, cleaned up slums, gave municipal law enforcement the right to selectively bargain and appointed members of minority groups to government posts. New York state Gov. Mario Cuomo said that Wagner was New York City's greatest mayor.

DIED: The "King of Gospel," as he was known by people in the music industry, Rev. James Cleveland, 59, of heart failure in a Los Angeles hospital. Soul singer Aretha Franklin, who began singing with Cleveland when she was 6, and music producer Quincy Jones are just two of the many people influenced by the Baptist singer. A pianist, composer, singer, producer and arranger, Cleveland wrote or arranged more than 400 gospel songs and won three Grammy awards.

Maclean's

Canada's WEEKLY NEWSMAGAZINE

Publisher JAMES H. McLENNAN

Director of Advertising: Brian Smith & Laffin
National Sales Manager: Charles A. Hargreaves
Business Development Manager: Paul Vance
Regional Sales Managers: Don Gordon (Eastern), Norman B. McInerney (South), James H. Smith

Business Manager: James Shaw
Director of Research: Steven A. Murray
Director of Marketing/Communications: Peter S. Wilson
Production Art Director: Paul J. Jones
Group Circulation Director: Terry Mahony
Advertising Production Manager: James Moran
Assistant Production Manager: Don Gordon
Production Coordinators: Irene Shaw, Lady Galloway
Customer Service Supervisor: Michelle Smith

Maclean's is published weekly by Maclean Publishing Canada Publishing Inc.

James H. McLENNAN

Executive Vice-President

Vice-President, Circulation

President, Editor

Maclean's Group Limited

Chairman

President and Chief Executive Officer

President, Canadian Printing

Address: 600

MACLEAN'S (ISSN 0891-1401) is published one week weekly by Maclean Publishing Canada Publishing Inc., 600 Avenue Road, Toronto, Ont. M5G 1A1. Telephone: (416) 593-1111. Telex: 0891-1401. Fax: (416) 593-1111. Second-class postage paid at Toronto, Ont. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to Maclean's, 600 Avenue Road, Toronto, Ont. M5G 1A1. Outside Canada, send address changes to Maclean's, P.O. Box 100, St. John's, Nfld. A1B 1X6. Second-class postage paid at St. John's, Nfld. and at additional mailing offices. Postmaster: Send address changes in Canada to

OPENING NOTES

Golfers line up for Saddam Hussein, J. Danforth Quayle hits pay dirt, and an editor hears his master's voice

A TRIBUTE SHOT DOWN

Philip Marbles, a senior editor at *The Financial Post*, has ruffled the feathers of Douglas Grighten, chairman of the corporation that owns the Toronto-based daily newspaper, in the Feb. 2 edition. Marbles wrote a brief tribute to Iraqi soldiers. "How about a cheer for the valor of the Iraqi soldier in the Gulf War," the article began. Four days later, a short letter from Grighten appeared on the paper's letters page. Grighten wrote that he was dismayed and angered by the piece: "I'm perplexed as to how and who would let this nonsense in the paper. After all, we are at war with Iraq." He declared that the *Post* owed its readers an apology for a column he described as "appealing and ineptuous." Said Marbles: "I respectfully disagree with him." Editorial page editor Robert Goffman said that there are no plans to apologize. And Grighten added that his letter is his last word on the subject. Said Grighten: "It's amazing how we writers feel better when we get it off our chests." All is fair in war and journalism.

Grighten: the last word on a controversial subject



PHOTOGRAPH BY [unreadable]

A poorly heeled political image

At least one member of the federal elite is clanging firmly to the party's frayed collar-and-slow-patch image. During a recent photo session in Ottawa, House leader and former finance critic Nelson Ried happily complied when photographer Bruce Perreault asked him to pose with his feet on top of his desk. The resulting photo showed a relaxed Ried in the House leader's right shoe. Perreault said that Ried was not the least bit embarrassed about his barefoot. Recalled Perreault: "He said he never takes off walking from the House of Commons back to his office." Although the move and pose on his shoes indicates that Ried has a little to the right, the politician says that he is committed to his party. Declared Ried: "The state of my shoes reflects the state of the country for the ordinary working man." He added that he has yet to have that perfect



Ried: a glimpse of stocking and a tilt to the right

pair required. But if the *Post* forms the next government, Ried would do well to return to his old finance portfolio. After all, it is customary for finance ministers to wear new black shoes before delivering their budgets. A tradition he could well afford.

HOW TO TUNE IN AND OUT

War is tough on everyone—even, it appears, Vancouver employees of the CBC. To help staff members deal with the constant war news, Brenda Roughton, director of an employee program for the CBC in British Columbia, circulated a list of what she calls "stress safety valves." One tip: "Turn off the war coverage." But she added: "This isn't always possible because of the nature of our job." Roughton advised employees to pamper themselves: "Take long baths go out for an evening." And finally: "Laugh at yourself, have fun." Ha, ha

Getting mixed TV signals

An indoor TV antenna has become a hot item for Moscow news junkies. The \$2 ATN-5-7 attracts CNN news reports that the Soviets themselves regard as redundant on a difficult-to-receive frequency. But Gorbachev, the Soviet state broadcasting system, has soundbitten the signal at least once. The reason, said Steven Hines, CNN's Moscow bureau chief, the network plans to test Moscow's special decoders to unscramble the signals. But at least one Moscow resident, Soviet President Mikhail Gorbachev, has had no problems enjoying CNN—he has his own microwave receiver system. Such are the signals of peace.

LIFE NEAR THE TOP IS TOUGH

On one front at least, it is a good time for Vice-President J. Danforth Quayle. As a result of the Gulf War, Quayle is no longer the most ridiculed figure on late-night TV talk shows. According to the Washington-based Center for Media and Public Affairs, which keeps track of such things, the administration has taken to Iraq President Saddam Hussein. But now, the vice-president is under attack by consumer advocate Ralph Nader, who criticized his recent 24-per-cent pay increase. Citing a "worsening consensus," Nader



Nader rebuffed



wrote to Quayle asking him to take a roll back. Write Nader: "I urge you to do something that J. Danforth Quayle has never done in his career—take the lead and lead by example in announcing that you will take the nearly \$42,000 annual increase." In fact, Quayle's raise amounts to only \$42,000, bringing his salary to \$185,000 a year. Quayle's press office had no comment on the move. But as the middle of a recession, it could make the vice-president the butt of even more jokes. Said David Anderson, research director at the media critic: "The old Quayle feeling is still high." Under the circumstances, perhaps he should be getting danger pay.

Quayle: hefty salary rises

A PEACEMAKING ODYSSEY TO IRAQ

Canadian relatives of peace activist John Bannings were relieved to learn last week that the 24-year-old resident of Washington state is heading home. Bannings left for Iraq in December, saying that he would offer himself in exchange for hostages held by Saddam Hussein. Bannings arrived in Baghdad on Jan. 6, but what happened after that is unclear. Said his daughter Gwyneth Bannings of Guelph, Ont.: "I was devastated with worry. When [Jan. 10] attack came, I was devastated." But on Feb. 1, Bannings wrote to say that he was safe. In 1988, Bannings spent three months in an East German jail after attacking the Berlin Wall with a hammer. A year later, when the Wall crumbled, he declared: "I was the cock that crowed and the sun came up." A peacemaker's life is never dull.

Royal decorum

Sometimes, Britain's beloved royals can do so right. Now, the media are criticizing some members for having too



The duchess on sight?

much fun. An editorial in London's *Sunday Times* argued that parties and hunting trips do not reflect the "sense of proportion and degree of decorum" expected of royalty in wartime. The paper describes the social activities of the Duchess of York and the Queen's nephew Lord Linley as "sometimes amusingly responsive to the Gulf War." Crucial for the upper crust.

Savage souvenirs

There are Irish puppets almost every day about the language of anti-Saddam Hussein items and souvenirs circulating. These souvenirs across the United States—Irish "Saddam Soldiers" punching bags and "Beast of Baghdad War Dog" to "Beast of Baghdad" golf balls that attract people to "He no." But less well-known in the West is the proliferation of comparable items in the Arab world. Stores in Amman, Jordan, whose people identify strongly with Hussein, are doing a brisk business in pins, magnets and key rings along the similar and depicting President George Bush as "Command of the Year." Another slogan reads "Bush is Rascal in the Saddam is true." Others declare: "Soldiers, whatever you do, we like you," and "East or West, Al Hussein is best." Engraved case Arab wants in the purchased a poster for her sons. "They love Saddam." So do his sons.



Amman says: "Beast of Baghdad"



Open & shut.

Two views of the future.

Jordan and Moeen are two years old. Their futures stretch ahead of them, as yet unshaped. But while one boy faces an easy path, the other will endure a more tortuous trail. Jordan is the lucky one. Living here in Canada his potential will have every opportunity to shine — his future is an open book. But Moeen is a child of the developing world. He faces deprivation, hopelessness and even death —

a life shut off before it really ever begins. There shouldn't be a difference. There doesn't have to be. Your support through Foster Parents Plan can give a boy like Moeen an equal opportunity to shine. Less than a dollar a day can open closed doors to medical care, education, clean water and so much more. Please — won't you help one small child take his share of a bright tomorrow?

Call or write today.

CALL TOLL-FREE ANYTIME 1-(800)-268-7174



FOSTER PARENTS PLAN OF CANADA
(An international human development agency)
153 ST. CLAIR AVENUE WEST TORONTO, CANADA M5V 1P6

I want to be a Foster Parent of a boy ☐ girl ☐ age _____ country _____
or where the need is greatest ☐ Please correspond in English ☐ French ☐
I enclose my first payment of \$27 monthly ☐ \$51 quarterly ☐ \$165 semi-ann ☐
\$234 annually ☐ I can't be a Foster Parent now, but welcome subscription of \$ _____
Please send me more information ☐ your free-look video ☐ VHS ☐ Beta ☐

Mr ☐ Mrs ☐ Ms ☐
Address _____
City _____ Prov _____ Code _____
Phone Home () _____ Bus () _____

PLAN operates in Bolivia, Burkina Faso, Cambodia, Dominican Republic, Ecuador, Egypt, El Salvador, Guatemala, Guinea, Haiti, Honduras, India, Indonesia, Kenya, Liberia, Lesotho, Madagascar, Malawi, Mali, Mauritania, Mexico, Myanmar, Nepal, Nicaragua, Niger, Nigeria, Pakistan, Philippines, Rwanda, Sierra Leone, Sri Lanka, the Sudan, Tanzania, Togo and Zimbabwe. PLAN officially represents a Canadian charitable organization by the federal government. All donations eligible for tax credits apply.

THE WORLD IS AT YOUR FINGERTIPS WITH Maclean's Electronic Edition

When you need information fast about major events affecting Canada and the world your personal computer can put you just a phone call away from full text access to Maclean's. Politics and business, science and medicine, sports, reviews of the arts and entertainment, and commentaries by Canada's leading commentators are all at your fingertips.

Whatever your interests — following trends, current affairs or specialist coverage of your industry or competitors — Maclean's offers a wealth of information through PP Online services. Simple database searching techniques give subscribers to PP Online instant access 24-hours a day to Macdonald's, starting with the November 1987 issues.

Even if you are not a PP Online subscriber, you can access the valuable PP Online databases through our custom online search service. Experienced information specialists will discuss your requirements for searches and material can be ready the same day.

For detailed information about Maclean's electronic edition see PP database services call us in Toronto at (416) 393-0716

777 NW STREET
TORONTO ONTARIO M6G 1B9
CANADA M5G 1B9

Maclean's
THE WELL-INFORMED CHOICE

ANOTHER VIEW



Changing the words to change the mood

BY CHARLES GORDON

Because thoughts of doom often lead to doom itself, we have contacted ourselves that we're doomed. That is very Canadian of us, and not necessarily that, but worrisome anyway. As Canadians, we spend a lot of time telling ourselves how doomed we are. We are like the not very sick person who spends most every waking hour with a thermometer at his mouth and through persistence is able to produce the evidence that he is as sick as he should be us.

So, how doomed are we? No, that's the wrong question. You see what happens. Thoughts of doom lead inevitably to thoughts of doom and neither taking of the constitutional temperature.

The right question is: How can we put these thoughts of doom out of our heads and get on with a rewording life as a nation, the kind of life that banish thoughts of doom forever from our national consciousness?

Berry to mention doom again. One answer to the right question is that we've probably gone at it exactly the wrong way right now. The Spiced consciousness is running around the countryside collecting and compiling thoughts of doom. So is a reminder of the Ontario legislators. Another consequence of the Ontario legislature did the same thing, to wit: much noise in 1988 when the Meech Lake Quebec Liberal party has just reported. Bilingual and Capreol will be reporting. Other provinces have consultations or have had consultations in the recent past. Is it possible that there is as idea out there that has not already been expressed?

Simply not. All we are going to get are the same old grievances, now high ceilings on the national thermostat, some thoughts of doom.

Already, we are feeling the effects. Intelligent, tolerant and open-minded Canadians, people who fought hard to keep the country

together through the flag debate, the early bilingualism, the October Crisis, the Parti Québécois election victory of 1976, the Quebec referendum, the constitutional debates of the early 1980s, Meech Lake — many such Canadians are wondering what may be the nature of the 1990s. "It's over," they say, too tired from carrying the weight of doom to consider any next steps.

What weighs that down, aside from at least two decades' worth of words, is a growing sense of inevitability. Each setback adds to the feeling that the whole thing was doomed from the start. What is easily forgotten, however, is how close we have been, on many occasions, to success. If justice the expression, the dice had come up in her favour, we would not be in our current mess.

Everybody remembers the failure of Meech Lake, few remember how close the accord was to succeeding. Provincial politicians as different as Bill Vander Zanden and Robert Bourassa, federal politicians as different as Brian Mulroney and Audrey McLaughlin, could agree on it. But the luck was bad. Put a different primer as Newfoundland, got Guy Filmon a few more seats in Manitoba, one of them being the one occupied by Brian Harper, and Meech passes

The country grumbles, but it staved, it lives grimly ever after. The losses of politics, not historical inevitability, destroyed Meech Lake. The lesson to be learned from that is not that we are doomed, but that the tenacity of politics might work in our favor the next time.

Even the best-up to the failure of Meech Lake shows not the fragility of the country but the fragility of the leaders (but cause self-doubt). Look at two of the events that shaped the more recent manifestations of our national ire: (1) Last year, a Quebec flag was burned, or strangled upon, or something, at Brockville, Ont. — prelude of the event because a Quebec media sensation. The incident seemed to demonstrate English Canada's contempt for Quebec, yet all it proved was that a few hot-tempered people had found a television camera (2) Bill 176. The Bourassa government put forward a law saying that the English language could be used only as a second commercial sign. Historical inevitability? No, the response of a nervous politician desperate to hang onto his seat. Yet, more than any other factor, Bill 176 created in English Canada the backlash that made the defeat of Meech Lake possible, even popular.

There is no inevitability here. Another Quebec premier might not have done the same thing. Bourassa himself, a few years earlier, after he had successfully campaigned against the Parti Québécois's language law, would not have done the same thing.

Without Bill 176, Meech might have had support in English Canada had different political forces been at work — one such being responsibility leadership by the Prime Minister. With the defeat of Meech still very much in our minds, we forgot how little was said in support of it by the federal cabinet as the year leading up to its demise. Again, politics, rather than history, was at work. Brian Mulroney said that there was nothing to be gained by going across the country preaching the virtues of Meech Lake and a chance to create a favorable climate of opinion for it was lost.

Despite all this, Meech Lake was almost there. Only bad luck and bad politics killed it. Given that, it was clearly a contrivance of English Canadian sentiment for Quebec to reject Meech's failure as English Canada's turning its back.

The situation can change, will change. Time and events are on our side. The Quebec, leaving Canada is much more difficult to do this step by step. Deviance takes an effort of will, and it takes considerable time, during which the political climate and the political cost of deviance can change. The political cost of a vote given to federal and provincial leaders will not. Political volatility is on our side. The country changes from year to year, week to week. Look at a political snapshot of Canada in 1968, in 1976, in 1978, 1980, 1982. Look at Tory support in 1982, look at the election of 1984. Look at Robert Bourassa when he defeated René Lévesque. Look at Robert Bourassa now.

Change is all around us and there is no reason why change cannot be for the better, if we don't give up. These days are not forever.

Charles Gordon is a columnist with The Ottawa Citizen.



Business leaders greet Mulroney in Quebec City, warning bluntly that 'you cannot have a part-time country'

CANADA

TAKING A STAND

The two gatherings took place in Quebec City within 18 hours of each other, but their tone and content differed dramatically. On one night last week, the 37 members of the Quebec government's commission studying the province's constitutional future were invited to the soiree home of Claude Biland, a commission member who is also president of the province's huge Desjardins credit union chain. Their elaborate eight-course dinner took its themes from the issue that the commission—led by businessman Michel Beaudry and Jean Campeau—is debating: A move offered last "that we agree with your constitution." Among the

BRYAN MULRONEY TAKES THE CASE FOR CANADA TO THE CAPITAL OF AN INCREASINGLY SEPARATIST QUEBEC

coastal "sovereignty delight" of failed apples "the referendum" of wild fruit juice and bionics, and a "strife quiz" of smoked trout. The dinner took more than three hours and, according to one of those present, the strapshooters through both federalist and separatist commissioners at the table "overlapped with comradery." The next day, when Prime Minister Brian Mulroney discussed constitutional issues during a lunchtime speech to Quebec City business leaders, he received a polite but considerably cooler reception.

Mulroney acknowledged the "challenges" he has swept the province that he warned that Quebecers should be aware that if they

leave Confederation, they and other Canadians face a sharply diminished international stature, "independent governments and nations." And in a plain reference to the report written by a committee of Quebec's ruling Liberal party chaired by lawyer Jean Allaire, Mulroney added that people who have transferred too many powers from the federal government to the provinces should consider the hazards that such a step might pose. Underlined the Prime Minister: "The real choice facing Quebecers is between remaining citizens of Canada [or] becoming citizens of another country. You cannot have a part-time country."

Those words worried Mulroney's most aggressive stance toward Quebec separatists since he assumed the leadership of the Progressive Conservative party in 1983. The speech also signalled the federal Tories' intention to carry on their efforts to assert control over the constitutional agenda and to defend the economic life of the country. Those efforts will require him and other Tories to perform a political balancing act demanding exceptional skill—and considerable risk. Mulroney's assertion of federal authority over important governing powers will bring him into conflict with Quebec Premier Robert Bourassa, his longtime personal acquaintance and a frequent political ally. Bourassa has personally endorsed the Allaire committee's call for the transfer of most federal powers to the provinces or, failing such a transfer, a provincial referendum on independence within two years.

In fact that apparent conflict between the two men led to some suggestions last week that a split between Mulroney and Bourassa could become serious enough to fracture assembly the already delicate composition of federalist forces in Quebec. That danger may be overstated. Mulroney's last himself that recent advances to both leaders have created each other primarily before gradually every recent public declaration by either man Bourassa left the opposing Liberal Province held in the heart of Quebec City's old town just 15 minutes before Mulroney's arrival there to deliver his speech last week. But the premier had time of his senior advance in attendance the Mulroney's remarks. On the following day, Bourassa telephoned Mulroney in Ottawa, and the two men spoke for more than 30 minutes. Mulroney said in answer to the Prime Minister: "We must ensure that the full sense of everything said in public is properly understood in private."

At the same time, Mulroney's speech delivered a strong public attack on what he described as the "dream merchants" advocating separation without providing evidence that it would be beneficial to Quebecers. It was clearly

directed at ongoing support in the rest of the country, as well as at reviving the left of winning federalism among the Quebec business community. That there was reflection also in a similarly strongly worded speech that Mulroney made the day earlier in Toronto. But the Prime Minister saved his most pointed remarks for Quebec City. Declared Mulroney: "It is not enough to demand that the Quebecers to look carefully at the facts before taking decisions that involve their economic well-being and that of their children."

And there was evidence last week that Mulroney's message was finding at least some support in Quebec. In separate speeches in Montreal, two senior Quebec business leaders—Paul Desmarais, the former leader of Power Corp., and Raymond Goy, the chief executive officer of Bell Canada Enterprises Inc.—spoke out in defense of a united Canada. Said Desmarais, in his speech to the Montreal Chamber of Commerce: "I have not heard anybody in my lifetime in Quebec which would make us modify my profound conviction that the Canadian experience must continue."

Still Quebec separatists are likely to turn to business spokesmen of their own to mount a counterattack in any economic arguments in favor of federalism. Indeed, Mulroney's Quebec City appearance underscored the fact that a large number of business executives believe that sovereignty could be not only viable for their province, but also more profitable than remaining in Canada. Before his appearance, Mulroney telephoned several separatist who were planning to stand in order to read their portions of his remarks. In one of his calls, after he stood, said a senior criticizing the economic viability of a sovereign Quebec, his letter requested that work separately would be "more popular if you stood there in Vancouver."

As a result, Mulroney's Quebec City address, which included many friends and acquaintances from his days as a student at Laval University, sat idly throughout his conclusion and part of the polite applause at its end. Afterwards, many listeners said that the speech had left them unmoved. Declared Quebec City Mayor Jean-Paul L'Allier, a former prominent Liberal cabinet minister and cabinet minister: "It was a proper speech for a prime minister to give. But it did not change my mind on the issue."

In fact, Mulroney's address and that his speeches in Toronto and Quebec had more modest objectives. For now, they had to convince many English-speaking Canadians that Mulroney is not preoccupied with issues there at the expense of other concerns. For another, Mulroney, as a native Quebecer,

National Notes

SEXUAL ABUSE CHARGES

Ottawa Provincial Police laid 145 charges of sexual and physical abuse against 19 current and former members of the Christian Brothers, a Roman Catholic order. They are charged with allegedly taking place at St. Joseph's Training School in 1942-70, in the city of Ottawa, between 1942 and 1971.

DELAYING GAIN CONTROLS

A parliamentary committee studying proposed gun-control legislation, recommended a further delay on the impact and sale of specially military-style weapons, including the Soviet-designed AK-47 assault rifle and the Israeli-made Uzi. But the 10-member committee said that one gun designated as a hunting weapon should be exempted from the import ban.

CONFLICTING EVIDENCE

Montreal coroner Pierre Trépanier ruled that he was unable to assign blame in the death of Russian Olympic gold-medal swimmer Viktor Drenin, who was struck by a car outside a bar in suburban Montreal on Nov. 11, 1985, and died of massive brain injuries two days later. Trépanier said that police had made mistakes in their initial investigation and that testimony from witnesses was too contradictory to enable him to draw any firm conclusions.

HUMOR UNDER FIRE

The Ottawa-based National Archives of Canada announced that it had postponed an exhibition of Second World War cartoons titled *Humor Under Fire*, because of the Gulf War.

ZERO DRUG TOLERANCE

As part of a crackdown on drugs and violent crime, Montreal city police declared that they will follow a "zero-tolerance" policy—meaning that even caught with even one marijuana cigarette will be prosecuted.

BACK TO WORK

Alberta Premier Donald Getty returned from a month-long golfing vacation to confront a series of political embarrassments that erupted during his absence. Among them: a survey of constituents released by one of Getty's senior ministers that showed low support for the premier; an estimated loss of about \$100,000 worth of Getty said that he had no plans to leave politics.

For more, Formula Shell: <http://www.shellbooks.com> 1 800 861 2008



Lottery profits help hospitals.

On the night of the car accident, Bruce was not expected to live. Fortunately, a specially equipped and staffed trauma unit was ready and standing by at a nearby hospital. This special facility helped Bruce beat the odds and he has returned to work.

Helping hospitals is just one way lottery profits are used.

Lottery profits are also used to provide grants in other areas such as helping people with disabilities, sports and recreation, arts and culture, and province-wide charities.



Ontario Lottery Corporation
Together we're making good things happen.



The premier at Fantasy Gardens acknowledging a role in the property's sale

Scandal in Lotus Land

Vander Zalm faces a conflict investigation

From the time he was sworn in as premier of British Columbia on Aug. 4, 1986, William Vander Zalm denied that his connections with Fantasy Gardens, a mall, garden and hotel, these park south of Vancouver where he lived with his wife, Lilian, as a couple, stated even a potential conflict of interest. An incident in Sept. 10, just 12 days after the announcement that a Vancouver firm had bought the Gardens for \$16 million, the premier was asked if he had been the majority shareholder. He replied "No." Twice that week, Vander Zalm said that his wife was the majority shareholder. But on Sept. 23, The Vancouver Star revealed that until the sale, the premier had held 83 per cent of the shares in the Gardens' parent company, Fantasy Gardens World Inc. Despite that, Vander Zalm maintained until last week that the sale of the 21-acre site had been "Lilian's business." But documents filed last week in the B.C. Supreme Court not only revealed the premier's intimate involvement in the sale, but also suggested that Vander Zalm used his position to arrange business access to cabinet ministers.

The dramatic contradiction to the premier's long-held public stance on the Gardens issue was contained in documents submitted to the court by Ray Leung, the real estate agent on the Gardens sale, in her defence of an unrelated civil suit. The revelations prompted the premier to announce that Edward Hughes, the B.C. commissioner of conflict of interest, will investigate the sale. Said Vander Zalm: "We are prepared to co-operate fully, both Lilian

and I. We have nothing to hide." Hughes said that he would conduct his investigation as quickly as possible, and he asked Vander Zalm not to call an election until he completes that task. An election must be called before the end of the year.

Among the suitcase full of papers submitted by Leung to his Aug. 4 supplement to the deal—handwritten by the premier on stationery from Vancouver's Westin Bayshore hotel. That note directs that commission on sales of properties "without and without." Fantasy Gardens World, which Vander Zalm did not own, "he said, 66-68 by 1987 and 100 (Leung's company)." Another document is a letter dated Aug. 26, 1990, from Lilian to Yan Yu, head of the Yan Yu Group, which bought the Gardens, in which she wrote: "My husband, the Premier, has assigned for meetings with Government Minister regarding the establishment of a new hotel on British Columbia or the takeover of an established hotel." On Sept. 6, Yan Yu's daughter, Tsalia Roca, chairman of The Yu Group, met with a number of government ministers, including Finance Minister Melville Cougle.

Last week, Vander Zalm admitted to playing a larger role in the sale than he had previously acknowledged. But said Hughes completes his investigation, any conflict—real or apparent—will not be decided. And until then, the Vander Zalm's fantasy will continue to be a political nightmare.

BAL QUINN is Vancouver

Maclean's
THE WELL-INFORMED CHOICE

WE
HAVE
THE
RIGHT
ANSWER

Advertisers who want to place their print ads in a quality publication ask the question "Is your circulation audited?"

We're very proud to answer "Yes."

We are a member of the Audit Bureau of Circulations because we share ABC's belief that circulation audits are an essential assurance of value.

ABC is the premier circulation auditing organization in the world, and has been since 1914. Each year, ABC audits and verifies that our circulation figures are facts, not claims. An ABC audit is the sign of a sound investment for advertisers.

Not all publications are audited, but they should be. Because when advertisers ask "Is your circulation audited?" there's only one answer: "Yes."



Audit Bureau of Circulations

THE ENDGAME

**AN IRAQI PEACE
OFFER, ALTHOUGH
REJECTED, RAISED
NEW HOPES FOR
A SETTLEMENT**

The British-owned Communist Council has announced Iraq's decision to deal with United Nations Security Council Resolution 660 for the year 1990 with the aim of reaching an honorable and acceptable solution, involving the withdrawal.

—Iraq News Agency, Baghdad, Feb. 10

When I first heard that statement, I must say I was happy that Saddam Hussein had seemed to make clear he would now negotiate automatically from Kuwait, in keeping with the relevant United Nations resolutions. Regrettably, the Iraqi statement now appears to be a cruel hoax, dashing the hopes of the people in Iraq and abroad, around the world.

—President George Bush, Washington



The fact between the first news, Bush from Baghdad and the reaction in Washington compressed all of the human highs and lows that, for 58 weeks, had been an emotional undercurrent during the Gulf crisis since Iraq annexed neighboring Kuwait last Aug. 2. Barely 200 minutes elapsed between "inclusion" and "exclusion," between a truce and more war, between hope and foreboding.

With the flicker of optimism all just faded

out, the U.S.-led military forces as the Gulf War pounded home the anti-Iraq coalition's dismissal of the truce proposal with heavy bombing raids and, in preparation for a threatened ground war, activated such artillery superweapons as the multiple launch rocket systems, bombarding Iraqi forces in Kuwait with rockets that each blast more than 600 armor-piercing grenades onto the enemy. Iraq countered to fire Scud missiles into Israel and Saudi Arabia—including two into the southern part of the Jewish state for the first time—but they left horrendously on-spec issues, military authorities said.

In their swift rejection of Iraq's ceasefire statement, coalition leaders cited a list of conditions that Iraq attached to its proposal. But Baghdad's offer caused for the first time the possibility—at Bush noted—that President Saddam Hussein would even consider jailing his army out of Kuwait. As a result, belligerents in the Gulf War, and others on its political periphery, sought to discover whether some-

thing solid could be salvaged from Iraq's statement and the U.S. rejection—or, in some told, that exchange deserved its dismissal as mere salience in the war's propaganda battle.

Rebuke: Both Iraq's truce overture and the U.S. response included propaganda, even personally hostile, paragraphs. Bush, in his formal rebuke, which was written into a Washington speech to a group of senators, omitted the overthrow of his Iraqi counterpart, Saeed the President. "There is another way for the bloodshed to stop, and that is for the Iraqi military and the Iraqi people to take matters into their own hands, to force Saddam Hussein, the dictator, to step aside, and to comply with

Security Council, Powell and Bush (below) plan to put off the land war

the United Nations resolutions, and then begin the family of peace-loving nations."

And the statement issued by the Iraq news service concluded: "This is the case which we put before the world and we state it clearly and plainly to the perfidious, the treacherous and clear imperialist quarters. Our basic position remains our right of Iraq people and our brave and confident armed forces."

But like recent speeches, diplomats and political analysts ream-

ants of friendly governments. While Prime Minister Brian Mulroney denounced Iraq's proposal as a diversion with "outrageous intent," External Affairs Minister Joe Clark expressed the hope that "something better" might evolve from Iraq's statement that it is prepared to withdraw from Kuwait. And Bush, who dismissed the Iraq statement as "dead on arrival" before leading for a week's weekend break in Kazakhstan, Mo: is reported to have responded positively to a request from Soviet President Mikhail Gorbachev to delay a grand article until after scheduled exploratory talks between Soviet officials and Iraq. Foreign Minister Yury Fylov on Feb. 18 in Moscow.

That assurance came about despite sharply different policy views in the White House and the Kremlin. Many analysts say that Bush's underlying goal in the Gulf War include the removal of Hussein and the destruction of his military machine. Indeed, Washington officials say that Iraq's offer is "a very positive development which opened up possibilities that, said to be explored."

There were even some indications among the coalition members themselves, including Gorbachev, of leaving their denials of Iraq's proposal—if only as a gesture to public opinion and the wot-

ments of friendly governments. While Prime Minister Brian Mulroney denounced Iraq's proposal as a diversion with "outrageous intent," External Affairs Minister Joe Clark expressed the hope that "something better" might evolve from Iraq's statement that it is prepared to withdraw from Kuwait. And Bush, who dismissed the Iraq statement as "dead on arrival" before leading for a week's weekend break in Kazakhstan, Mo: is reported to have responded positively to a request from Soviet President Mikhail Gorbachev to delay a grand article until after scheduled exploratory talks between Soviet officials and Iraq. Foreign Minister Yury Fylov on Feb. 18 in Moscow.

That assurance came about despite sharply different policy views in the White House and the Kremlin. Many analysts say that Bush's underlying goal in the Gulf War include the removal of Hussein and the destruction of his military machine. Indeed, Washington officials say that Iraq's offer is "a very positive development which opened up possibilities that, said to be explored."

ALLIGING A COUP PLOT

Soviet Prime Minister Valentin Pavlov accused Cossacks, Swen and American forces of plotting to topple President Mikhail Gorbachev by flooding the country with billions of rubles, causing hyperinflation. In an interview with the city newspaper *Trud* (short), Pavlov said that the Kremlin last month withdrew \$50 and \$100-ruble notes, worth \$24 billion, from circulation in order to thwart the plot. Cossack leaders insist denied any involvement in the alleged conspiracy. And Gorbachev in Moscow said that Pavlov's accusation was likely intended to prepare Soviets for harsh monetary reforms.

STRIKING IN GERMANY

A one-day strike by more than 15,000 teachers in Dresden, Leipzig and Chemnitz disrupted growing economic problems in Germany's Communist east. The strikers demanded higher wages and job protection, despite government efforts to train Marxist Communist-era teachers in West Germany. That the rebuilding of collapsed industries in eastern Germany will be a long process, economics Minister Jürgen Möllemann predicted \$7 billion in aid to the region.

A HISTORIC AGREEMENT

For the first time since the peninsula was divided at the end of the Second World War, North and South Korea agreed to send athletes under one flag to international sports events. It was the first substantive agreement since the prime ministers of the two countries, Kim Il-sung and Lee Seung-man, met last September to foster cross-border contact.

HEAVY SENTENCES

A former court sentenced two Chinese dissidents, Wang Jintao and Chen Zhen, to 15 years in jail each for their part in the pro-democracy movement that troops crushed at Tiananmen Square in 1989. Another dissident, Liu Qiang, received a six-year term. More than two dozen political trials have been held since last month.

A PRESIDENTIAL HOPEFUL

Former Democratic senator George McGovern said that he will run for president in 1992 if another serious candidate does not emerge. McGovern, 68, and that he has received "encouraging" reports from his supporters about the possibility of raising enough private money to qualify for federal primary financing. In his last campaign for the presidency, in 1972, McGovern lost overwhelmingly to Republican Richard Nixon.



USS Nevada

A victim of the Baghdad insider bombing: producing outrage in the Muslim world



AP Wirephoto



AP Wirephoto

TV IMAGES OF CORPSES ILLUSTRATED THE HUMAN COST OF WARFARE



U.S. crewman loading bombs onto plane, targeting the Iraqi ground forces

perated, clearly aims to maintain Moscow's long-standing relations with Baghdad and make sure that Soviet interests are protected in a neighboring region whose people share Islamic cultural traditions with millions of Soviet citizens. Although Moscow has threatened that Iraq must withdraw unconditionally from Kuwait, Soviet officials say that they are increasingly concerned that the U.S.-led coalition does not intend simply to free Kuwait of Iraqi occupiers, but wants to get rid of Saddam Hussein and anyone else with a more trouble-making leader.

Strapped. Moscow's efforts inside the Kremlin's local post of the presidential diplomacy Gorbachev and Foreign Minister Alexander Borisovitch ordered with envoys from all sides of the Gulf issue, including representatives of Iraq and Western Europe, on the prospects for a ceasefire. Gorbachev's special envoy, Vyacheslav Turchakov, has been shuttling among capitals—from Tehran to Tokyo—after a meeting with Saddam Hussein just days before Baghdad issued its ceasefire proposal. "We will focus on the positive," said Soviet foreign minister spokesman Vadim Churakov, stressing the importance of Iraq's concession that it "is ready to talk, even without the withdrawal of its forces from Kuwait."

And the diplomatic activity, political leaders and military analysts grappled with the long-term implications of what might result from a truce—or a final military victory. "The Iraqi decision will cause if the Iraqis really are willing to get out of Kuwait," said Bruce Jackson, director of the Washington research center of the University of California at Davis and a specialist on the Middle East and

U.S. foreign policy. He added, "In the United States, there is a strong feeling that Iraq is a long-aided propaganda machine that is cranking out a lot of myths and falsehoods, but I don't think the world is buying it."

Concern over the abrupt rejection of Iraq's proposal—and the prospect of that country's destruction in a prolonged war—were shared by leaders in the Middle East and elsewhere. In Jordan, as *Moscow's Washington Correspondent* Hany Makkeia reported from Amman, the Iraqi proposal was regarded as an important step, because removing a willingness to withdraw from Kuwait was a difficult decision—one regarded as a major change by its

Hussein: an offer with many strings attached



influenced by others who understand both the region's sensitivities and Saddam Hussein. "It is not a light thing," said Jordan's information minister, Ibrahim Ibrahim. "It is a real shift in their position." And he added that continued distraction will not only leave deep into American wars in the Middle East, but "will destabilize the whole region."

Such questions and disputes followed a week in which international protests against "overkill" by U.S.-led coalition air forces became a dominant factor. Only two days before Baghdad's ceasefire for a negotiated resolution of the Gulf War, a pair of laser-guided bombs fired by a U.S. Stealth fighter-bomber blew up a bunker in Iraq's capital. That attack, according to Iraqi authorities, killed hundreds of sheltering civilians.

Timing. The bombing of a building, the Iraqi described as an air-raid shelter and American spokesman insisted was a military command-and-control center was, according to Western journalists in Baghdad, part of one of the heaviest in the 28 consecutive days of raids on the capital. And it took place in coalition leaders' attempts to deflect growing criticism—from Moscow to the Vatican, and in the Middle East—that the overwhelming raids on urban targets inside Iraq exceeded the UN mandate to liberate Kuwait. Less than seven hours before the Iraqi ceasefire-proposal deadline broke, Bush denounced the criticism.

"We are doing the right thing," he said. "We're on track, and I think most of the world knows it as a coalition of a lot of myths and falsehoods, but I don't think the world is buying it."

But the next day, from Baghdad, television pictures of corpses and injured men, women and children reinforced the claims of the critics that, only by ending the raids were taking innocent lives as well as destroying the nation's electrical, transportation, communication, water and sewage systems. Some American officials suggested that Iraq had placed the victims in a known military center as a callous effort to strengthen its propaganda campaign. Hussein, said White House spokesman Mario Fitzmaurice, "has true and open shown a willingness to accept civilian lives and property to further his war aims. He tells civilians intentionally and with purpose."

Despite that claim, the television images of the mangled of bodies and horribly burned survivors, although treated with restraint by TV as Arab coalition countries, provoked displays of outrage elsewhere in the Muslim world. Jordan, Algeria and Tunisia proclaimed national days of mourning. Baghdad renewed its charges that the United States is waging "a systematic campaign to destroy Iraq." Said Naji al-Hadi, the information ministry's director general: "These are deliberate attacks on the city with intention to kill people in Iraq." Some analysts speculated that the publicity damage to the coalition cause would force Iraq



Scud damage in Tel Aviv: the Iraqis continued to strike at Israeli civilians

change of tactics—and might hasten the launching of a ground war. Two days earlier, Bush had said that the air campaign "will continue for a while." After conferring with Defense Secretary Richard Cheney and Gen. Colin Powell, chairman of the U.S. Joint Chiefs of Staff, following *First* return from an assessment of Operation Desert Storm at command headquarters in Riyadh, Saudi Arabia, Bush said that "we are going to take whatever time is necessary to sort out when a next stage might begin."

But by week's end, the increasingly heavy air and artillery bombardment of Kuwait and the Iraqi border region had, according to U.S. military officers, sharply increased the cleared tally of weapons destroyed—about one-third of the Iraqi army's force of 4,100 tanks, roughly 160 other armored vehicles and more than one-third of its artillery pieces. In the White House, Fitzmaurice said that a ground war could come "at any time."

After the tragedy in Baghdad, Fitzmaurice insisted that air raids against military centers would Iraq would continue and that "we are not shying away from our responsibility to achieve and implement the UN resolutions." But Cheney, at a speech given on the day of the Baghdad bombing, said that as a result of air successes, "We are now, I think, in a situation where we can increasingly shift our attention from these strategic targets inside Iraq and focus increasingly upon the ground forces deployed in southern Iraq and Kuwait." Journalists at the Iraqi capital reported a full in the bombardment of Baghdad for one night, although a road some 24 hours later caused serious damage to the headquarters—"significant damage," said a British official. But it was not clear, British officials were put on the defensive over Iraq claims that up to 120 civilians were killed in the town of Falluja, near Baghdad, during a Royal Air Force Tomahawk attack on a bridge. The Iraqis said that British missiles had struck an apartment building and a market. Reporters were shown damage and injured people in a hospital.

Desperation. The television coverage of the bombing victims in Baghdad also reinforced the worldwide diplomatic efforts to end the fighting. And that may have influenced Iraq's Revolutionary Command Council, led by Hussein, to propose an end to the war—an occupation, as an attempt to divide the anti-Iraq coalition, or as a diversion designed to divert attention from the battlefield, according to differing Western analyses.

At first, when Iraq broadcast its ceasefire proposal on Day 30 of the Gulf War, the popular mood in both camps was euphoric. In Baghdad on that solemn afternoon, people burst into the streets and celebrated with handbells and by shouting songs also the air. In New York's Penn Station, where *First* was seen, one man said, "Friday morning computers crashed." The war's over. They are surrounded." In Europe, late-evening oil prices tumbled and stock market prices rose within minutes of the Baghdad bombing.

Then, just as swiftly, cautionary notes draped



Kuwaiti Foreign Minister Sheikh Sabah al-Sabah and Alexander Gorbachev in discussion.

need the helicopters. Within less than an hour of the first Baghdad flash, a senior Kuwaiti official in Cairo said "It is a good statement by Iraq, but it carries many conditions." And from a Pentagon official in Washington: "Military operations will continue until we are satisfied otherwise. I think we need to be very skeptical of this statement on its own." Powers reversed themselves on the commercial markets.

In the White House soon afterwards, Powers said that U.S. officials awaited the full text of the Baghdad statement, but he added "It clearly contains conditions for Iraq withdrawal from Kuwait." That drew a second in direct conflict with the UN resolution card as Baghdad's statement—the Security Council demand on the day of the invasion that "Iraq withdraw immediately and unconditionally all its forces to the positions in which they were situated on Aug. 1, 1990." In Doha, Saudi Arabia, Sagar al-Jaber, an exiled official of Kuwait's information ministry, was blunt. "No deal," he said. "No conditions."

Ultimatum: The Baghdad statement set out seven main conditions. They included, with a general ceasefire, the repeal of all 12 of the UN Security Council resolutions, which started from imposing worldwide economic sanctions against Iraq last Aug. 6 to the Nov. 29 ultimatum informing member states "to use all necessary means" to cast Iraq forces from Kuwait and "to restore international peace and security in the area."

And it said that Iraq's departure from Kuwait should be linked to Israel's compliance with a 1967 UN resolution demanding its withdrawal from occupied lands in Gaza, Jordan and Syria, as well as territory occupied by Lebanon in 1982. If Israel refused to comply with the UN resolution, said Baghdad, then the Security Council should take the same enforcement steps that it had imposed against Iraq.

Iraq's withdrawal from Kuwait should be

matched by the departure of all U.S. and other foreign forces and equipment in the region within one month, the Iraq statement said. As well, it called upon the member countries of the U.S.-led coalition, and others who fanned their war, "to undertake to rebuild what the aggression had destroyed in Iraq." It demanded the cancellation of all Iraq debts and those of other states that suffered harm during the Gulf War.

The political future of Kuwait should be decided "on the basis of a genuine democratic exercise." And in an apparent reference to planning under way in the West, excluding Canada, for postwar arrangements in the Middle East, "the Revolutionary Command Coun-

cil insisted that the Gulf states, including Iraq, should be left the freedom and the task to make security arrangements in the region and ensure the relations among themselves without outside interference, and that the Gulf region be declared a zone free from military bases and from any form of foreign military presence."

Those terms, or almost any one of them, set a yawning gap between the Gulf War's combatants for any exclusive or attempts to broker. Others affected, including Israel, were as quick as the coalition leaders to dismiss Iraq's conditions. "The conditions that Saddam Hussein has put forward make the situation every bit as difficult as it was before," said Amr Fattah, spokesman for Israeli Prime Minister Yitzhak Shamir. "As long as he is there, the Middle East will not know a day of real peace." Shamir himself, in an Israeli television interview, agreed that the Hussein government must be removed, and he added "I think the Americans want the same thing that I want."

At a meeting in Cairo, eight Arab League members whose countries are members of the anti-Iraq coalition bluntly dismissed Baghdad's proposal. "The statement says the Iraq proposal is not serious," said the representatives of Egypt, Syria, Saudi Arabia, Kuwait, the United Arab Emirates, Bahrain, Qatar and Oman in a joint statement. "It includes unacceptable terms. It is rejected in its entirety and in detail."

But others regard Iraq's offer as "an opening to peace," as Jordan's Jaber described it, adding that the United Nations and concerned Western European governments should join with Moscow in making a resolution. But as the Gulf War entered its second month, its human and material costs rising daily, the prospects of peace without an even bloodier struggle in the deserts of Kuwait seemed only a faint hope.

CARL MOELLING with correspondents' reports

French 6th Regiment on minesweeping exercise: skeptical about withdrawal



Nothing succeeds like successors.



Over the next twenty years, baby boomers will inherit a trillion dollars, and receipt of this wealth will profoundly affect everything from their children and lifestyles to the economy.

The effects — plus the ramifications, implications and complications — were all examined in detail only in Canada's Weekly Newsmagazine.

Maclean's

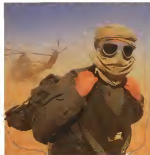
THE WELL-INFORMED CHOICE.

IMAGES OF WAR

RECORDING THE TRIUMPHS AND TRAGEDIES



American installations in Saudi Arabia; (below) French troops; and Iraqi survivors: pictures of bodies provoked outrage



An advertising supplement to the
February 25, 1991 issue of Maclean's magazine

THE GATEWAY TO CANADA

Trillium Terminal 3





FINALLY, AN AIRLINE *that* RECOGNIZES BUSINESS TRAVEL *for WHAT IT REALLY is.*

There's no denying it, business travel is a jungle.

And yet, judging from the way it is portrayed in advertisements, many airlines would have you believe that a typical flight is like a day at the races.

Well, brace yourself. Because you're about to discover something rather refreshing: the truth.

**WHEN YOU TALK
AS STRAIGHT AS YOU FLY,
THAT'S civilized.**

No airline is perfect. Not even all the ones who pretend they are.

The irrefutable fact is: planes will be late, coffee will be spilled, and, from time to time, bags will go missing.

And no matter how they are presented, fine shows, punctured smiles and empty promises will never change that reality.

There is one thing, however, that can help to make the whole business of business travel a much more civilized air: an airline that actually under-

stands what you want from an airline.

And that airline is us. Canadian Airlines knows what you are looking for because we've taken the time to ask.

We know, for example, that you're looking for better information. If your phone is delayed, you want to know why.

You're looking for ways to make your time in a terminal more productive. Above all else, you're looking for a committed and reasonable level of service, efficiency and courtesy.

Put another way, you're looking for a new day in civilized air travel.

**THE DAWN of CIVILIZED
AIR TRAVEL**

Even the most honest airline must have an advertising slogan. And this is ours.

It suggests, we hope, a beginning ripe with the prospect of good things to come.

We admit we're not there yet. Our work is cut out for us. But these days there's a sense around this company that we've really begun to put it all together.

In the days, months and years ahead, we'll be showing you evidence of our renewed dedication to civilized air travel.

Such evidence will take many forms. Like Terminal 3, our new home in Toronto and the most advanced terminal in Canada. (There may be a jungle, but who said your terminal has to be a zoo?)

Like schedules designed to suit you. (You check our new timetable.)

Highly trained employees with the authority

to say yes.

Meals prepared with fresh food rather than frozen.

The top-rated business class between, for example, Europe and Canada.

Canadian Plus, the most rewarding frequent flyer plan in the country. More flights to more cities on five continents.

New international partners. A newer, more sophisticated fleet. We could go on. And we will.

Canadian
THE DAWN of CIVILIZED
AIR TRAVEL



You Don't Just Carry A Briefcase. You Wear It.



When it comes to fashion accessories, the Focus EuroCase™ from Samsonite takes off where your cuff links end. But along with its high-tech European design, Focus is remarkably durable. Which will assure that it'll stay in fashion a long, long time.



You can't afford to travel without us.

*Registered Patented and a Mark of Samsonite Corporation U.S.A.
Samsonite, Montreal, Canada, is a registered trademark.

TRILLIUM TERMINAL 3 The Window Opens

The sweeping curve of the Grand Hall's arched glass ceiling is the first, and probably the most lasting, impression to strike an visitor arriving at Lester B. Pearson International Airport's new Trillium Terminal 3. Bathed in natural light from the glass roof that spans the hall's length, passengers, porters, business associates and families tell the crescent-shaped hall with custom and sound Trillium's windows on the wall creates the excitement of an arrival, as also almost forgotten in an age where instant communication and frequent flying are taken for granted.

"The major railway stations were the cathedrals of the 19th century," says Trillium Terminal design architect David Scott. "In North America, airports are the railway stations of the 20th century."

CONVENIENCE AND EFFICIENCY

If Trillium's architecture evokes the promise of travel in the age of steam, its design is geared towards the convenience and efficiency that modern travellers demand. The key to Trillium Terminal 3 is the idea of customer choice. Everyone from business travellers on a tight schedule to passengers leaving a three-hour layover will find that Trillium can meet their individual needs. Trillium creates Airport Development Corporation (ADC) have made sure that Terminal 3 will go a long way towards ending Pearson International's multi-public and "airport woes".

Excessive traffic problems at Pearson International have stretched the capacity of Terminals 1 and 2 to the breaking point. Terminal 1, built over 35 years ago to serve 3.5 million visitors annually, currently handles between 5 and 10 million a year. In 1995, Terminal 2 handled some 2.5 million more visitors than its annual capacity of 9 million.

LESS GROWING

In its first year of operation, the new Terminal will serve between 7 and 7.5 million visitors, significantly relieving overcapacity throughout Pearson International.

The need for more space was the driving force in Transport Canada's efforts to build a new terminal that the commitment to user choice — to high levels of convenience, service and access to quality shopping, food and refreshment — comes from the unique public-private sector partnership that has created Trillium Terminal 3. Ed Wernick, the federal government's project general manager for Trillium, explains that Transport Canada's "priority was getting people in and out of the airport. The studies show, on the other hand, that people enjoy a high level of service — also places to eat, drink, shop — that's the private sector opportunity."

NO COST TO TAXPAYERS

Trillium Terminal 3 is the first airport facility in Canada to be

developed, owned and operated by the private sector. In fact, while a number of airports in the U.S. and around the world are owned and operated by airlines, Trillium is the first airport terminal to have been built by a commercial developer. This private sector initiative has not only led to the ADC providing a people-oriented facility that emphasizes customer choice, it means the new terminal was built without using the more than \$200 million tax dollars that public development would have cost.

ADC's initiative also resulted in Trillium's being built in record time. Moving from a contract signing in 1987 to an early 1991 opening day (with time out for two major construction industry strikes) is considered by Ed Wernick to be "really quite incredible," against the five years it would normally have taken.

"MAXIMUM SERVICE"

Airport Development Corporation (ADC) is 100 per cent owned by Toronto's Huang and Densbury Properties Inc., one of Canada's largest real estate developers. Joining ADC in the Terminal 3 Limited Partnership is

Lockheed Air Terminal of Canada Inc., which will operate the facility. "Our goal," says developer Ed Wernick, "is to generate the maximum return by offering passengers the best in service. It's as simple as that."

"In order to succeed, we must ensure that we provide for the needs and desires of our market completely," adds Michael Huang. "The developer's orientation, explains David Scott, "is the maximum commercial utilization of the available land." According to Gail Leongden, executive vice-president of project managers Marshall Macklin Monaghan, airline-owned terminals share with government-owned ones the same basic purpose of moving people in and out of the terminal facility. "An airline-owned terminal looks one way, a Transport Canada terminal looks another. Trillium will look very different from both."

"HEAD AND SHOULDERS ABOVE"

The difference will be most evident in the wide range of retail products and services available to airport users. From the first-class Swissair directly connected to the terminal, to the new mall featuring Canada's first outlet of the world-famous Harrods department store, to the Cetera Bars located within sight of travellers' flight gates, Trillium lets customers make their own choices.

The commercial sector is devoted to producing products people want to buy," says Ted Rantone, ADC vice-president of business development. "In this case, the product is the travel experience itself. The emphasis is on serving the customer. It's an embrace that's moved to Canada and head and shoulders above anything the Canadian travelling public is used to."



Ed Wernick and Michael Huang

A CLOSER LOOK AT TRILLIUM TERMINAL 3



THE GRAND HALL
The spacious Grand Hall, bathed in natural light, is the architectural centerpiece of Trillium Terminal 3.



SKYWALK
Passenger walkways in both glass and steel allow passengers to walk and disembark directly to and from their gates.



THE CONTROL TOWER
Walls on Terminal 3 property, parking aircraft and directed by Trillium's own control tower.

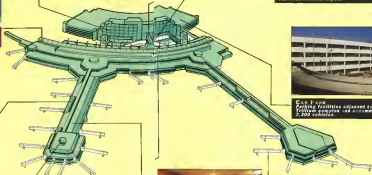


SWISSOTEL
Swissôtel appointed rooms, private conference rooms and airport facilities.

HOTEL WALKWAY
A short walk from the Grand Hall via a covered walkway allows travelers directly to Swissôtel.



VIP LOUNGE
Accessing the complex is the pyramid-shaped VIP Lounge where VIP guests can relax between flights.



CAR PARK
Parking facilities adjacent to the Trillium complex can accommodate 2,500 vehicles.



DINING AND SHOPPING
Nearly 80 shops and restaurants are located throughout the terminal to cater to every traveler's taste.



LOADING BRIDGE
Adjustable with remote loading, bridges can accommodate a variety of aircraft.



PIER & AIR BRIDGE
An 800-foot long linear bridge, the concrete piers of Pier A will link with a remote satellite terminal.

TRILLIUM TRIVIA

- The 40-foot high, 100-foot long, sky-lit Grand Hall is the centerpiece of the complex. The circular-shaped hall is the main check-in level for departures.
- Trillium Terminal 3 has 24 bridged loading gates. Together with six connector aircraft positions and three "roll gate" positions, Trillium is capable of servicing up to 30 aircraft simultaneously.
- Trillium is the main terminal for Canadian Airlines International. Other major carriers flying from Trillium include American Airlines, British Airways, KLM Royal Dutch Airlines, Lufthansa, German Airlines and Air France.
- There are two arrival and departure piers at Trillium. Pier A serves domestic and transborder flights, while Pier B handles mainly international traffic.
- It is estimated it takes about four minutes to travel the length of Pier A or B, using the power walk.
- Trillium has one of the fastest bar-coded baggage handling systems available. A laser sensor reads baggage color-codes and incoming baggage is directed along conveyor belts to the correct aircraft at 250 feet per minute.
- About 100,000 square feet have been dedicated to retail and food services, more than any other Canadian terminal.
- The internationally renowned Swissôtel will operate a 494 room deluxe hotel connected to Trillium by a climate-controlled walkway.
- Located adjacent to the hotel is a five-story garage with enough parking spaces for 3,300 vehicles.
- Sixty million dollars has been spent on building roads and bridges linking Trillium Terminal 3 to Highway 401 and 403.



TRILLIUM
TERMINAL 3 AIRCRAFT

"IN A WORD, 'USER-FRIENDLY.'"

"Some organizations tend to think of flight as a boring and dull thing," says Ted Rankine, vice-president of business development for the Airport Development Corporation (ADC). "We think of travel as something happy, so the vehicles you take, the signs you see, the amenities you're offered, the facilities you use."

"A PASSENGER TERMINAL."

"All terminals are good at something," says Trillium design

shopping, to smooth between plane transfers, Trillium Terminal 3 is designed to serve the customer.

EARLY ORIENTATION

On arrival at the Grand Hall, travellers immediately notice how easy it is to find their way around the terminal. The sweeping, crescent shape of the hall allows users to readily identify their destinations. The flow of passengers is also more visible, which helps travellers orient themselves.

"For example, say you're flying to the U.S.," suggests Scott. "Your taxi goes past the U.S. doors and you get off at the entrance to domestic flights. In a long hall, you'd have to look for a sign to direct you." In Trillium Terminal 3, the various departure areas are clearly marked and visible from all points. Well-defined traffic flows reduce the milling crowds that create disorientation. "If you can make a place work without signs," says Scott, "you've got a piece of architecture that works. Trillium takes as close as possible to working without signs."



NANDO BRANCIANI
Inspector, Canada Customs

"Trillium Terminal 3 will be a major gateway to Canada. For looking forward to helping travellers move through the gate as quickly and efficiently as possible."

"Canada Customs' facilities at Terminal 3 have been specially designed to improve passenger convenience upon arrival in this country. Our inspection booths will face travellers directly, making it easier for you to clear the customs moving lineup, and both primary and secondary

inspections will now be located on the same level. All of us at Canada Customs are looking forward to serving the public with the courtesy and efficiency you expect."

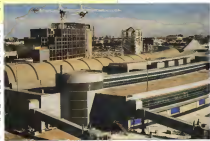
architect David Scott. "Eric Swanson's design for the departure level of Kennedy airport gives you a sense of the romance of air travel. On the other hand, in Paris it's great for point-A-to-point-B efficiency, and [Tokyo's] Narita is unparalleled for efficiency of operations despite the overcrowding."

However, Scott adds, "most of these are oriented to processing people and baggage. Trillium is a passenger terminal oriented to comfort."

According to Rankine, Trillium Terminal 3 is "the first terminal in Canada, and the first in North America, where the emphasis is on serving the customer."

Transport Canada's Ed Warwick agrees, calling Trillium, "in a word, user-friendly."

Every aspect of Trillium Terminal 3's design and operations has been geared towards effectively meeting passenger needs and desires: from direct road access and parking, through top quality



Passengers taking Canadian Airlines International flights to Montreal or Ottawa are actually able to see their planes on the tarmac from the central entrance to the Grand Hall. A few through



Now open for business. U.S.A. via T3.

The way business travels today.

When business has you flying to the U.S. you'll appreciate all the conveniences American Airlines' new Gateway to the U.S.A. has to offer. Based in Toronto's new Terminal 3, our innovative GAAway provides the first passenger drop-off point upon entering the terminal. Then moving sidewalks take you effortlessly to your departure gate. American has the first five gates, so you never have far to go.

Taking care of business. You'll also find a spacious Admirals Club® with its fully equipped business centre. It's just another

example of how American Airlines is committed to taking care of your business.

Over 200 U.S. destinations. No other airline gives you access to more of America. Through American's new GAAway to the U.S.A. in Terminal 3, you can fly to over 200 U.S. destinations. Every business day American Airlines. Now, more than ever, it's the way business travels today.

For more information or reservations call your Travel Agent or American Airlines at 1-800-433-7300.

American Airlines®

G A T E W A Y T O T H E U . S . A .

JOURNEY'S END SUITES

SPACIOUS & COMFORTABLY AFFORDABLE



Journey's End
SUITES

TOLL FREE RESERVATIONS 1-800-858-4200

IN TORONTO 416-591-2000

JOURNEY'S END CORPORATION OVER 100 PROPERTIES THROUGHOUT CANADA AND THE UNITED STATES

THE EXECUTIVE CHOICE FOR THE "SUITEST DEAL" IN TOWN!

Come stay with us and you'll see why some real estate business executives are choosing the "SUITEST DEAL" in town. Compare our rates to what many other hotels would charge for a single room. Come on over to see quality & value. Come to Journey's End Suites.

OUR "SUITEST DEAL" FEATURES:

- 40 square feet of well designed, tastefully appointed living space
- Fully furnished living area, with its convenient sofa bed, television, work table and two bar seating/office chairs
- Private bedrooms with a large bed and second television, separate closet for living area by elegant French doors
- On-site business services with photocopy machine and intercom
- Free local telephone calls

OUR "SUITEST DEAL" LOCATIONS:

- TORONTO AIRPORT 444-81
- LONDON ONTARIO 578-11
- WILKIE 125-18
- MONTREAL 578-11
- MONTREAL, PORT JACQUES 478-11
- QUEBEC CITY 478-11
- BURLINGHAM 444-81

RESERVATIONS ONLY BY TELEPHONE
NO CREDIT CARD REQUIRED

nickel counter leads directly through security and into the pre-boarding lounge overlooking the apron where planes are taking off. It's a tight schedule traveler's dream, according to Ed Warnick. "You park your car, you cross the road, and almost walk right onto the plane."

FOOD, DRINK... SHOPPING

For those with time to spare, and for "muscle and protein" — the silent half of all airport users who are not themselves travelling — Trillium Terminal 3 offers a much wider range of refreshment and shopping than any air terminal in Canada.

The centre piece of Trillium's retailing is a mini-mall located off the Grand Hall and open to the public as well as air passengers. Anchored by the first Canadian signature shop of the world-famous British department store Harrods, the shopping area comes complete with banking facilities, top-quality gift shops including a Fleets clothing store, and a food court. Those looking for a little variety in their choice of food will find A & W, Manchu Wok, and Paste Submarine (an Italian-Jewish deli now offering full meals). For smokers, Yugen Cafe, Street Cigarettes by George, and Costa Second will draw in more variety, as will Healthworks' fresh fruit and vegetables. A 12-or-16-in. case might cost a bit more, but will be available at Canada's first location of Swiss-based food shop Cervez Heide.

CONTROLLED PRICES

Price has always been a concern for airport users, and the Airport Development Corporation went to great lengths to deal with the issue. "We wanted to provide airport users with quality products at reasonable prices," says Michael Huang, of Trillium developers Huang and Denckow Properties Inc. "We decided," says Mike Denckow, "to make sure that a passenger could always get a good meal or a good snack at close to a downtown price."

Prices at Trillium Terminal 3 will be strictly controlled to prevent unreasonably increases. Retailer contracts require that essential items can be priced at no more than 10 per cent over their cost at downtown stores. This applies to items such as foodstuffs, repairs, personal care products, and fiscal issues. The price of a shopping basket of these items "should be the same as" prices at downtown drugstores, according to Denckow.

Food and beverage prices are also controlled: they may not exceed 15 per cent over downtown prices. A & W hamburgers, for example, will start at well below \$2.00. Prices for alcoholic beverages will not be subject to the pricing policy, as they are set between suppliers and retailers directly.

In addition, international travellers looking for duty-free goods will be pleased with what the Terminal offers. The shops, run by Duty-Free Shops International — the world's largest duty-free retailer — will offer extensive selection, at a guaranteed minimum savings of 15 per cent off regular prices.

"AIRSIDE" CONVENIENCE

Three "greenfields" facilities in the public access areas of the terminal are complemented by similar levels of convenience and service as the "airside." The area providers enter following:

SECURITY CONCERNS

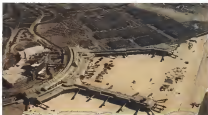
The building is equipped with 10 power walls to speed travelling to their gates along the Terminal's two parts. On the outside, Trillium Terminal 3 and its 26 gates follow a "three-building" pattern: separating domestic, U.S. transborder and international passengers. Strictly kept from the west side of the structure, Part A and the satellite building connected to it by transit, serve domestic and U.S. flights. A complete U.S. Customs and Immigration pre-clearance facility handles transborder traffic. To the east, Part B handles more domestic flights, as well as international arrivals and departures.

The gates closest to check-in at the centre of the building, are reserved for short haul and commuter traffic, used mostly by business travellers who will appreciate the added speed and convenience.

COMFORT AND PRIVACY FOR BUSINESS

The airside terminal is fully served with additional shops, as well as with Cafe-Bari, run by Toronto's Bellevue Corporation. Serving beverages and light snacks, these locations will be the only public areas of the Terminal in which smoking will be permitted.

Trillium Terminal 3 follows the traditional design of separating arrivals and departures into two levels. For those arriving at



Trillium, and for passengers transferring flights, however, there is an added and enjoyable twist. Architect Scott explains that while most terminals shuffle taxi passengers from the upper arrivals level down into the heart of the building, "we asked why would you take people down when you can take them up?" Arriving passengers in their way to claim baggage and exit the terminal will move mostly through glass corridors that offer a view of the outdoor surroundings.

OPEN VIEWS

Passengers switching flights from U.S. points of origin to international destinations will make their entire transfer on an upper level skywalk, offering the most complete view of the Terminal and the airport as a whole. Arriving, departing, and transferring baggage will be handled for all passengers by a proven, state-of-the-art automated system located on the ground level of the airside.

Scott Scott has the last word on whether the design will prove successful. "On opening day, it goes from being the architect at Trillium to being a passenger there. I'd know I've done my job when it works for me."

Use international Enigma baggage claimers to bag-haul passengers with an extension must use larger suitcases with full extension, and larger ones, it also offers a passenger view.

We've dedicated three gates to our Montreal service and two to Chicago. The Montreal gates are only 75 metres from the curb.

With 30 Conquest check-in counters (40% more than Terminal 1), futuristic baggage technology, there will be shorter check-in should be faster.

Terminal 3 handles a retail revolution for airports. Over 75 outlets in more than 100,000 square feet of space, including the first Nordstrom department store in Canada and a Revlon store.

Finally a terminal with enough parking spots. There are 3,300 or 40% more than Terminal 1.

Both domestic and international gates are equipped with moving sidewalks.

Our domestic Enigma baggage is on two levels and is served by a private elevator. The main level baggage claimers offer private work stations, complete with planes, jet machines, plasticizers and machine repair and moving areas. The upper level baggage claimers offer a complimentary bar complete with bar stools and espresso machine.

The baggage system is the most modern and advanced in North America. Sophisticated laser sensors sort 90 bags a minute by flight and destination accurately and automatically.

Passengers connecting to our Canadian Pacific operated by Ontario Express will now have a facility dedicated to their use complete with its own security check point and dedicated walkway to security.

The Grand Mall is a sweeping entrance featuring 1,800 feet breadth of a sweeping ceiling of glass. A cathedral of natural light and superior design for more than half a century.

LOOK WHAT *we* FOUND IN our SUGGESTION BOX.

Your opinion or garden variety suggestions box measures a mere eight feet, but at Canadian Airports it is the welcoming for our biggest ideas.

As evidenced by Terminal 3, our new home in Toronto. With all modernity, it is the most advanced air terminal in Canada because it was designed by real travel experts: you, the public. Its many innovations are the result of conversations we've had with business travellers across Canada.

Happily, much of what you asked for

you'll find here. To say that Terminal 3 is a welcome departure from what has gone before is a monumental understatement. After all, with over 60% of all air travel in Canada going in or from Toronto, a lot of people, including yourself, stand to benefit.

You might like to know that it is the only major terminal in Canada developed by private enterprise. (Naturally, congressional touches shined.)

WE'RE CANADIAN AIRLINES SOMETHING SPECIAL ON AIR-GROUND.

The first thing about Terminal 3 that will impress you is the sheer size of it. That and the aesthetic magnificence of the place.

Consider the facts:

We offer 70% more space than we had at Terminal 1. (At Canada, you fly over 30,000 feet. You don't trip over them.)

Check-in counters have increased

from 32 to 76 and, logically, are positioned according to destination. Thin and improved technology will mean shorter lines and faster check-in.

There are 3,300 parking spots, a 40% increase over Terminal 1.

Almost eight million passengers are expected to pass through Terminal 3 in just one year. That's nothing — it's designed to take 34 million. Fortunately, all that extra room doesn't necessarily mean more legwork. Intelligent design is one reason. Automation is another.

For example, the distance from each sole check-in to the departure gates for our Montreal service is a mere 75 metres.

Both our international and domestic gates feature moving sidewalks. And because Terminal 3 is designed as a semi-circle, most things are close at hand. By contrast, another major terminal was originally designed as a cargo facility and had one in one long corridor.

So for Duncan Milnes, who was over half a mile to catch his plane. For Peter Lemay, who stood number 34 in a line

of 38. For Alexander Nessey, who couldn't find a parking spot and missed his flight.

And for thousands of others who have suffered the indignities and annoyances of business travel, we introduce Terminal 3.

We know you'll like it. After all, you designed it.

Canadian
THE DAWN OF CIVILIZED
AIR TRAVEL.

Canada is a registered trademark of the Canadian Airlines International.

PUBLIC NEED, PRIVATE INITIATIVE: The "Strategic Alliance" at Trillium

How can deniable public buildings last? Trillium Terminal 3 architect David Scott puts the reason why not in a nutshell: "If you want your government, you'd better come up with some pretty ingenious ways to pay for it."

While Scott's architecture success at Trillium is readily apparent, the "aggressive ways" that made it possible aren't so visible. The secret in Trillium Terminal 3's superior level of quality, service and design lies in a unique partnership between government and business attempted for the first time in this development.

LETTING THE MARKET DECIDE

"Governments are fine at building basic air terminals," says Bela Denckoy, of Trillium developers Haring and Denckoy Properties Inc. "But I don't think taxpayers want their governments going into the commercial real estate development business."

"Government can deliver the airport facilities at a cost to the taxpayer," says Michael Huang, "but it more so wants, the private sector must be involved."

Indeed, in the current climate of fiscal restraint, governments are hard pressed to fund large capital projects of any kind. The solution is private sector ownership and operation.

In the simplest terms, the formula works like this: The developers build to standard Transport Canada requirements, which include the strictest safety and security measures. The developer then offers additional features to travellers, assuming the risks and



letting the market decide what the terminal will offer beyond the basics. Airlines using the terminal pay rent that reflects the added commercial benefits that comes from the terminal attracting new customers. The formula actually produces payments to the government in excess of those generated by a typical publicly owned facility.

As Bela Denckoy puts it, "the taxpayer is a winner, to say nothing of the traveller."

"ABLE TO RELAX"

Aside from relieving the taxpayers of the more than \$560 million capital construction cost and generating government revenue, the commercial orientation allows for more customer-friendly innovation in the design. "Doing all these fantastic multi-story escalators and stairways costs money," explains Scott. "But it leads up a great deal of space, which was leased out to retailers, covering costs by generating additional revenue."

The fact that Trillium Terminal 3 was built by a developer puts it ahead of airline owned and operated terminals in Michael Huang's eyes. "An airline partner will tend to emphasize the movement of passengers onto and off of

aircraft over paying attention to their wishes as the ground. We wish to provide travellers not only with efficiency of movement, but with the services they desire as well."

Scott agrees, saying, "Look at an office building. The developer is willing to share it as a private if that will make customers want to buy and get a better rate of return."

CHOICE, SELECTION,

QUALITY

The surveying done by the Airport Development Corporation backed up the theory. "Airport users told us very clearly that they are happy to pay for services if only they are offered to them," says Michael Huang, of A3C owners Haring and Denckoy. According to Bela Denckoy, "It's important to stop treating people at an airport like a captive market and start treating them like real consumers who want choice, selection, and quality. There is no other way."

WAY OF THE FUTURE

Ed Wernick, Transport Canada's chief officer on the Terminal 3 project, says "When we started, they thought we were



the dumb old feds and we thought they were the smooth developers. But we've both learned from each other. The relationship became one of mutual trust and respect, at least to."

It's a relationship that can grow too. "All kinds of public works, including other terminals, have these sorts of commercial applications," says Denckoy. "This is a strategic alliance, the way of the future for government and the private sector to work together."

According to Michael Huang, "It's a way of developing infrastructure for countries that want infrastructure, which will be the leading countries of the 21st century."

In the end, however, Trillium's success will ride on what it offers to travellers as well as taxpayers. Bela Denckoy says, "Now taxpayers who are travellers, they're the biggest winners of all!"



Jim Hawkins
Pilot
Canadian Airlines International

"My colleagues and I are all very much looking forward to using Canada's new facilities at Trillium Terminal 3. As a pilot, I'm no different from anyone else whose job involves a lot of travelling. I want good facilities and services available to me as soon as I get off the aircraft. The best is a lot of airside and before me, Trillium looks to be one of the best."

"I enjoy flying; that's part of being a pilot. I think

Trillium is going to make me enjoy landing a lot more, and make travelling as a passenger more enjoyable as well."

"Why isn't it crowded at Amsterdam?"

"Because of KLM's quick connections clear across Europe."

You can't have comfort without convenience. KLM's connecting schedules complement arrival times from Canada. No interminable terminal waits. No time-riddled transfers. Just the no-nonsense, friendly efficiency Amsterdam is acclaimed for. On the ground. And into the welcoming blue yonder. That's why KLM's connections have comforted and converted so many Canadians.

The Reliable Airline **KLM**
Royal Dutch/Shell

Compaq introduces
a notebook-sized
awesome display
of power.

YOU'RE LOOKING AT THE NEW COMPAQ LTE 386s/20 PERSONAL COMPUTER:
THE MOST POWERFUL NOTEBOOK PC ON THE PLANET.

■ YES, IT'S SMALL, BUT
LOOK HOW BIG IT IS
ON THE INSIDE.

← DIES UP TO
30,000 PAGES.
THE ONLY NOTEBOOK
PC THAT OFFERS
A 10-MB FIXED DISK
DRIVE.

■ V.I.A. 386SAYS
IT
CAN
DO
IT.

■ AT A MERE
25.1 LB. WITH
HANDLE, IT
TRAVELS
LIGHT.

■ THE 20-MHz
INTEL 386SX
PROCESSOR WITH
CACHE SETS YOUR
PRODUCTIVITY
ON FIRE.

■ MORE THAN 3
MB OF MEMORY
AND 10.5 INTERNAL
FLOPPY DRIVES.

■ ADD A DESKTOP
EXPANSION BASE
FOR MORE OFFICE
CAPABILITY.

■ TRAVEL MUCH? OUR WORLDWIDE
WARRANTY ASSURES SERVICE IN
OVER 60 COUNTRIES.

■ YOU CAN EVEN PLUG IN A MOUSE.

One look at our powerful little PC, and you'll see
why any other notebook just doesn't size up. Now see it in person
at your Authorized (COMPAQ) Computer Dealer.
Call 1-800-223-5868, Operator 134 for the location nearest you.
In the U.S., call 1-800-234-0660, Operator 138.

COMPAQ

It simply works better.

CANADA INC.

BUILDING A BETTER TERMINAL: The Making of Trillium

In the office deer of Andre Jordan, Foundation Company's construction project manager of the Trillium Terminal 3 site, is a picture of Clint Eastwood as Dirty Harry, holding a .44 magnum pistol. Beside the picture is Jordan's personal challenge to his staff: "Go ahead. Make the Most Messy Change."

As project manager, Jordan's job has been to coordinate the construction of Trillium under the leadership of the Airport Development Corporation—the over 130 contractors, and the average of 1,200 workers each day who have built the Trillium site, including numerous operations, including making steel and concrete and delivery sites. And there are some challenges for Jordan. Which explains the Dirty Harry picture.

But making changes under tight deadlines and with little insurance across the building stage of Trillium's expansion projects was a challenge no expert could resist. An intense construction is a painful assignment. "All the categories of construction are here in this project. Everything is here. It's an exciting place. But like building your standard high-rise."

PLANNING

In the 1930s, as traffic in Terminal 1 and Terminal 2 (opened in 1941 and 1953 respectively) approached capacity, plans to develop a third terminal were drawn up.

The momentum was stalled, however, by the deep recession of the early 1980s, which required government cutbacks and cut deeply into volume of air travel. Once the recovery took hold in 1984, however, the new Conservative government in Ottawa gave the go-ahead, leading to a formal request for Expressions of Interest from the private

sector in September, 1985. "We really didn't know how they'd respond," recalls Transport Canada's Trillium project manager, Ed Weirick.

ADC TAKES IT

Responded they did, with eight aerial submissions that were narrowed to a list of five scenarios recommended as qualified to build the new terminal. On Christmas Eve, 1986, a Request for Proposals was issued to the qualifying companies, leading to the submission of final bids later in massive underground. Airport Development Corporation's was a top-volume effort some three feet high on May 5, 1987.

On June 22, then Transport Minister John Crosbie announced the selection of ADC, a consortium led by Toronto developer Hering and Denchey Properties Inc., and including Lockheed Air Terminal of Canada as operator, David Scott as design architect with Gregman-Harman as its architects, Marshall Maslin Monaghan

Jim Jenkins
Manager, Shop Operations
Beckett Executive Class



"Beckett Executive Class will be offering you the very finest products for business and personal gift-giving. Whether it's a man's-her case, an electronic pocket translator, or even a pair of sunglasses depicting leading financial papers' coverage of the Crash of '87, we've got the gift you want to give."

"We have searched through Europe, the U.S. and Canada to find unique, top-quality items for gifting excellence. Our knowledgeable and professional staff will assist you in meeting your needs, whether you have two hours or two minutes in which to make your selection. We're off heading forward to meet you at Trillium Terminal 3."

As project management/consulting engineers, and the Foundation Company as prime contractors. Proposals were evaluated under strict criteria in the areas of Development Concept (owner's call plan, design, Business Relationship (operations, finance), and Construction (personal experience).

"Because we were the only consortium without airline participation, we were under



A Solid Foundation for Take-off and Landing

◆ Since 1910 The Foundation Company of Canada Limited has successfully completed civil, marine, building and industrial construction projects across Canada and around the world.

◆ Now, as construction manager for the Trillium Terminal, we are once again proud to present the Canadian public with a basis for better living.

◆ The Trillium Terminal is not our first successful project in this field—we built the terminals at Vancouver, Calgary, and

Dorval International Airports, as well as Toronto's Terminal I, built in 1964. And if Toronto ever needs a Terminal IV, we'll be ready to build that too.



**The
Foundation
Company of
Canada Limited**

3660 Midland Avenue
Scarborough, Ontario M1V 4V3
Phone: (416) 754-8891 Fax: (416) 754-8892



TERMINAL 3

special systems," recalls Fleming and tomorrow's prime. "McLaren's flying. 'Don't struggle,'" says Biele. Eventually, "we're to win big on the Business Schooler: be competitive on the Development or technical side and, of course meet the Qualifications. We pulled a off."

"NO COMPARISON"

In fact ADC did even better, winning in two out of the three categories. Testifying before the House of Commons' Standing Committee on Transport in December of 1987, Wernick stated, "If you go through the three joint criteria, everybody was pretty much the same on qualifications. On the technical side, [ADC] was marginally better than number two, but on the business side, [ADC] was out into a class. There was no comparison."

The winning financial format focused projects to the Crown based on grants, rather than net revenue, as well as no regular government financial support. Says Danosky, "From the taxpayers' standpoint, it was simply a terrific deal." On November 1



PHOTO BY JEFFREY M. HARRIS FOR ENR



JULIANNE SMITH
Passenger Service Agent
Canadian Airlines
International

"When people come to me for check-in, it is like the boss. They're in a big hurry. It's my job to make sure that they get to their flight with a minimum of fuss. Trillium's going to make my job easier. Our special flow-through counters for Montreal and Ottawa flights are within sight of the plane's themselves. That means quicker movement for passengers, and a lot less stress for everyone."

"All of us at Canadian want to invite you to try our new facilities at Trillium. As always, the flights themselves will be relaxed and comfortable, and now, getting to and from the flights will be just as pleasant for you."

27, 1987, a formal Development Agreement was signed, followed swiftly by ground-breaking on April 25, 1988.

From the start, ADC had committed to what Marshall Maethig, Manager of Bell Canada's "very aggressive delivery targets." Aggressive is perhaps an understatement: building a terminal usually requires between three and five years of design work, six months of contract tendering, and three years actual construction, according to Andre Jordan.

"FAST TRACK" CONSTRUCTION

The secret of Trillium Terminal 3's rapid construction lies in a system called "Fast Track" adopted for the project.

Standard construction projects start with design work that leads to thoroughly detailed drawings, which are then submitted to a prime contractor for costing. The contractor lets the sub contracts for building trades, civil, and utilities construction, and then the work begins.

Under Fast Track, preliminary drawings are submitted to the contractor and work begins almost immediately on the broad framework of the building. The more detailed designs are drafted while the preliminary ones are actually being built, folding two processes into one time period.

DEMANDS FLEXIBILITY

Occasionally, a conflict between preliminary designs that have been built and the detailed ones coming on stream will appear. As Bill Langdon puts it, "Designers are working on different parts of the project concurrently they bump into each other." At that point, Change Orders, the bane of Andre Jordan's existence, have to be issued. The demand for flexibility is paramount, which led to the use of steel for much of the building, rather than concrete, which is harder to reconfigure.

It's a process that trades money for time. "You're looking at incomplete drawings," says Jordan. "Figure subject to changes, costly ones." Against the cost of making changes on the fly are balanced the benefits of getting the Terminal up and producing revenue quickly. It's not a method for the faint-hearted, and certainly not one that can be undertaken by a tax-supported bureaucracy. But in the right situation, it gets buildings up quickly, and produced Trillium Terminal 3 in record time.

HANDLING "PEAKS AND VALLEYS"

If flexibility is the hallmark of Trillium's construction, it is a key characteristic of the completed building. "Trillium does different things at different times," explains Langdon, "and at different times of the year." A system of movable walkways and doors enables crews serving different passenger groups (international, domestic and U.S. transborder) to expand and contract as peaks and valleys occur within each group. Many of Trillium's arrival and departure areas can grow to accommodate people flows, upon instruction from Trillium operators Lockheed Air Terminal.

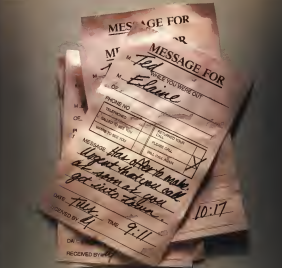
"It is perhaps a little odd to think of an airport this way," says Michael Haege, "but it must be almost organic in its ability to change as is required, throughout the periods of development and operation." Bats Danosky completes the thought: "After all, the point is that we are dealing with people, not machines." ■■■■■■

The Reasons To Visit Us At Terminal Three Are Piling Up.

Business trips may find you missing more than just the view of everyone's faces. That's why we're pleased to offer the opening of our newest Bell Cellular Centre on the same level of Trillium Terminal Three. When you can rent a cellular phone from us. With no money down. We include free 411 "HELP" and "InfoLine" calls. And our exclusive Follow Me Roaming™ ensures your calls

do just that. If you run into any problems there's a whole friendly voice on the other end, thanks to our 24-hour Customer Care.

The next time you're going away on business days or even just a few hours, drop in and see us. You can make sure that being out of town won't be out of touch.



Bell Cellular Centre
Trillium Terminal 3



YOU DIDN'T ASK *for* THE SU, THE MOON *and* THE STARS, JUST A LITTLE MORE *space*.

If there's one thing we've learned while talking with frequent travellers across Canada, it's that you're making a reasonable bet. While all airlines these days are willing to ply you with an endless variety of wines, cheeses and gourmet hot dishes, what you're really looking for is comfort, room, personal.

That's why our most modern, current wide-body's make modern aircraft and, in general, a more dependable kind of service, smoother and efficient.

At Canadian Airlines, your wishes have not gone unheeded.

THE WINGS of CIVILIZATION

In 1991, our new Airbus A330-300, the world's first, will take possession of our second Boeing 747-400, the world's most popular jet. By far, and as it should be, the jet of choice among long-haul passengers.

To further strengthen our modern range system, in the next three years, we'll be adding 18 new Airbus A320s.

It won't be an accident, it will, the rest of our fleet is among the youngest of its kind, modern, comfortable, most plus in our history. You'll be seeing new colours, new cabins, new seats and other equipment.

AT ANY ALTITUDE our BUSINESS CLASS RATES Apply

Because business travellers are asked to pay the highest class fares, they fly more often to business North America and Europe. The results speak for themselves.

For overall customer satisfaction, Canadian topped British Airways, KLM, Swissair, Air Canada, and everyone else United and Virgin. And we won't rest until we've put those two behind us.

Obviously our customers think we're doing something right. We put it down to a number of things: frequent flyers, special service and priority baggage of course.

Advance seat selection. And service that puts you at ease at take-off, in-flight and on arrival.

(two). A choice, and part service, after dinner (Again, a Canadian's choice).

So what? They're pretty shy about it. A complete new business service in London, Manchester and Paris.

Business, Chicago.

It should come as no surprise that the people who bring you the top-rated business class in Canada also bring you the best economy class. Did you know we offer advance seat selection for full fare passengers?

Or a choice of two hot courses versus



Air Canada's own? Or that our meals in economy class are prepared with fresh food? (Air Canada uses frozen foods.) Or that we are the only airline to offer one-day return boarding passes in Canada?

Well, now you do.

And even though you might not have asked for some of the above, we do hope you will enjoy them.

Canadian
THE DAWN of CIVILIZED
AIR TRAVEL

"YOU CAN SEE THE POTENTIAL"

Airlines Eager To Move Up to Trillium

In the fiercely competitive airline business, a one-link edge over your rivals quickly translates into miles of additional travel by new customers. And by all accounts, Trillium Terminal 3 has new airline seats are expected to give a big edge by moving across the runway to the new terminal.

"Moving through a terminal grounds through to access to the runway is the first easy step and acceptance for the customer," explains Peter Barker, vice-president of marketing for Trillium's prime investor Canadian Airlines International. "These experiences are the most likely to attract customers." Says Barker, New York Times 100.

EASIER SELL

Ron Cole, American Airlines' former regional sales manager for Canada, says, "Given that good airlines offer comparable services in many ways, you look for where the differences are. Inside the plane is only half the experience. If half of it is good, and the other half in the terminal is less than satisfactory, you've got a real tough sell."

According to Michael Haseg, of Trillium developers Huang and Gensky Properties Inc., "We have built the terminal to be a very high standard, we expect travellers will be glad to plan their flights to ensure that they depart and arrive at Trillium."

"Travelers are going to want to use this terminal," says Dale Denchuk. "That's good news for our tenants."

At Trillium's largest tenant, Canadian, which will have preferred use of 13 gates and revenue for approximately two thirds of passenger volume, experts to give the most likely explains that 50 per cent of airline traffic in Canada is handled by Pearson, and that moving to better facilities within the airport should have a positive impact on up to 60 per cent of those customers. "Now we'll be able to treat our customers as a unified mass," he says. "We have to win some loyalty."

LARGE INVESTMENT

The rewards of attracting new customers are considerable. "One domestic airline point is worth \$20 million," says Barker. "You can see the potential."

Dear at American Airlines, Ron Cole feels much the same way. "We're making a large investment in moving to Terminal 3," he says. "We're doing it because we're committed to serving Toronto, and also because the drive will ensure our ability to attract passengers that flow with our competitors on the basis of superior grounds facilities. We're going after our competitors' business."

American, which operates 36 flights a day from Pearson to U.S. destinations, sees Trillium as a long-term investment. "We have

lessed enough space," says Cole. "To allow for expansion." With the Canada U.S. bilateral air agreements up for renegotiation, the possibilities for American and Canadian airlines at Trillium could become even more exciting.

HIGH-QUALITY FACILITIES

Canadian plans to offer its passengers high quality facilities,



MERVIN CHABRIER
Public Information Supervisor
Lockheed Air Terminal of Canada

"As Supervisor, Public Information Services at Trillium Terminal 3, I'll be working with that our information services network gives you the information needed, when you need it."

"Our information booth near the Canada Customs exit on the Arrivals level, as well as our 50 country phones and an outside-caller general information line, will provide prompt, accurate

answers to questions regarding the terminal, its facilities and how to use them. We've also incorporated the TDD telephone device for the deaf into our public information system, enabling the hearing-impaired to access general public information."

"All of us at Lockheed are proud to be part of this new venture and look forward to ensuring our responsibilities in operating Trillium."

particularly in its new Empire Club lounges. American will be doing the same with a 3,000 square foot Admirals Club lounge members of which, Ron Cole says, "are going to be very, very happy."

CONVENTIONS AND TOURISM

The business benefits don't just go to the airlines, however. Toronto's \$300 million export convention industry and \$25 billion a year tourism industry will be big winners as well. Metropolitan Toronto Convention and Visitors Association president William Ganley calls Trillium "a godsend for the tourism industry." For convention planners, he explains, "accessibility and convenience of transportation are very high priorities. Right now, the biggest negative we have is our airport." But "the new terminal will let the marketplace know that Toronto has responded to the needs of the travelling public."

Peter Barker is looking forward to meeting those needs. "Business travellers are ruled by grammar," he explains, citing a litany of typed-up advertising slogans. "What we can promise—what Canada is promising—is to be (invited), since we want to be kind to our customers more than to ourselves."

'WHY ARE THEY BOMBING US?'

REFUGEES FLEE IRAQ AND KUWAIT



New arrivals at a camp near Ramoth: harrowing journeys to a no man's land

As the U.S. oil coalition resumed its daily bombing of Iraq and Kuwait last week, Maclean's Washington Correspondent Hilary MacKenzie, who has been dropously based in the Jordanian capital of Amman, sent to the Iraqi border and talked to refugees. Her report

has 41 passengers, including children, burned their hair. "It is an atrocity," declared Salem. "Why are they bombing us? He is a coward who bombs children."

Last week, the allied bombing of a shelter in Baghdad, in which Iraqi officials said at least 200 civilians died, inflamed anti-American sentiment across the Arab world. But there were also other signs of anguish in the devastated war zone, especially among passengers fleeing the treacherous road through Iraq from Kuwait City to the Jordanian border town of Ramoth. They were fleeing daily bombing raids that, they said, had cut out electricity and telephone lines in Kuwait City.

Others said that they paid the equivalent of \$2,600 for a dip-lug bus to flee the risk of the devastation in Baghdad. Third day of aerial bombing have turned vital links between the Iraqi capital and the outside world and have reduced life to its barest. Witnesses reported. Some of the bedraggled refugees of war entered the crowded transit camps on the petrol road in a no man's land across the Iraq-Jordan border. Others showed their pitiful possessions to customs

officials, then continued their drive to Amman. Despite the dangers, some Jordanian truck drivers continue to travel in and out of Iraq. At the border last week, Abdullah Doghass, 43, passed together parts of a machine shell that he said had exploded in front of his container truck on the road from Baghdad. "They don't bomb the military," Doghass said as he drove through an air port. "They only bomb the civilians." Fellow driver: head Gassan, 34, and that he had been carrying fuel, milk and medicine into Kuwait and Iraq, and bringing people out to Jordan. He claimed that about 100,000 people were stuck in Kuwait, with families, food, warehouses and civilian losses in Iraq. "They are doing this on purpose," Gassan declared. "They are bombing Arabs and Muslims because they hate Arabs." Gassan and Doghass said that they drove by day and sought shelter at night with their family in Baghdad. At night, they were forced to continue their work. Declared Gassan: "The United States and the allies are God's enemy. God willing, we will keep using this until victory comes to Iraq."

Warrior! Along their grueling 48-hour journey from Kuwait City, Amman, Amman, her mother and two young sons had passed the charred remains of the Star of Jerusalem bus. At the Jordanian border last week, they settled into a cramped 50-seat bus, which reeked of body odor and decaying food, for the first Iraq-bound drive to Amman. "Warrior City is terrible," Ahmed said. "There is no electricity, no cars, no telephones, no vegetables and everything is very, very expensive." She added: "Life was nothing. You can't work, can't sleep, can't go to school. And family members fight because they are not going." Added her mother, 16-year-old Sarah Ahmed: "I don't know and I don't know what will happen."

Of the road in the no man's land, 30 Sudanese refugees climbed out of a bus unscathed with food for themselves. Abdullah al-Ghann, 32, a carpenter in a faded clothing and a grey hat, said that the bombing of Baghdad and the road made the city even more terrible. Mauds had flattened the bus station and shopping centers. "The main areas had been crushed," al-Ghann added.

Last fall, there had been a flood of Amman guests into the secondary and overcrowded emergency camps on the Jordanian border. But by last week, that movement had been reduced to a trickle, because most of those who planned to leave had already done so. The Iraqi Emergency Trust funds 1 and 2, with a capacity for 35,000, had been full. Some, like Abdullah, John, Amman and Sudanese. Amman's wool blankets dried their tents, while kerosene heaters threw off warm fumes in the otherwise darkened tent. Abdullah Kadi, 40, said he fled Baghdad with his wife and six-year-old son last September but, along with 120 other Somali refugees, cannot return home because of fears about the civil war. "It's like we are in a pit here," said Kadi, crumpling on a mattress. "I don't know anything about my family or they are even alive in Somalia." All he knew was that he was alive in a tent camp in the middle of another war. D

FROM THE ASHES OF WAR

EXILES PLAN TO BUILD A NEW KUWAIT



After the Iraqis invaded Kuwait on Aug. 2, Abdullah al-Qabash began doing what he thought would save these people: taking out the garbage. Later, al-Qabash was rich enough to pay someone else to clean up after him, and so Kuwait would have lowered himself to collect anyone else's rubbish. That task fell to foreign workers from Bangladesh or the Philippines. But after the invasion, most of the foreigners fled Kuwait and earned services broke down. Like his neighbors, al-Qabash, a 24-year-old oil company manager who did not leave Kuwait until a month after the invasion, collected garbage from the streets to prevent the spread of disease. "There is no shame in it," he said last week at his temporary home at a high-rise apartment building in the South American city of Caracas. "People were pouring gas, stinking debris, and doing things nobody thought Kuwait could do. We had to learn to rely on ourselves."

Many Kuwaitis say that invasion and exile have been humbling experiences that will have profound effects on a newly independent Kuwait. Gone, they say, is the era of easy living and paternalistic rule in a country that had one of the world's highest per capita incomes. The people of what they call "New Kuwait" will be less pampered, harder working—and quicker to demand wider democratic participation in their government. Said Ibrahim al-Shalabi, director of a task force that Kuwait's government-in-exile set up last October to plan the country's reconstruction: "Although the price is very high, this might be a positive thing for the society."

Rebuilding: The number of refugees, both Kuwaiti and foreign, and the population to replace 1.3 million, down from 2.1 million before the invasion. Of those Kuwaitis who left, most are in Saudi Arabia, while others are scattered in London, Cairo and elsewhere. Kuwait also has about 38,000 troops, half of them at the war front on Saudi soil. But even after the military liberation of Kuwait, rebuilding the country will be a physical, political and even psychological task. Physical reconstruction will be directed by al-Shalabi's group, whose work has taken on new urgency as the ground battle approaches. It has set up offices in Damascus,

Saudi Arabia's main Persian Gulf port, and is stockpiling millions of dollars' worth of food, medical supplies and equipment to restore essential services during the first 90 days after Iraqi troops are forced out. The government-



The core of Kuwaiti opposition to betrayal

in-exile, based in the southern Saudi town of Taif, is also expected to move to Damascus by the end of February, bringing it closer to Kuwait.

Kuwaiti officials clearly will not know how much looting and war damage their country has

suffered until they return home. But al-Shalabi, a U.S.-educated architect, said last week that he has "assumed the worst case" in his planning—and expects to find that hospitals, schools, communications, power stations and water desalination plants have been destroyed, badly damaged or run-down from lack of maintenance. "Much of the country is only a shell," he added. "You might have a hospital left standing, but it is not really a hospital anymore because all the equipment has been looted."

Al-Shalabi says that his task force has signed 171 contracts worth about \$805 million for emergency supplies in the first three months. 70 per cent of them with American companies. But rebuilding Kuwait's damaged buildings, roads, utilities and oil installations will take much longer, perhaps five years. And estimates of the cost vary from \$30 billion to double that amount. Luckily for the Kuwaitis, their oil-rich state is one of the few that can bear such a burden. With a 3.5-per-cent share of world oil production before the invasion, and international investments worth an estimated \$120 billion, Kuwait will be able to rebuild without borrowing, according to al-Shalabi.

Debate: Even as they plan the reconstruction of their society, Kuwaitis are engaged in an increasingly sharp debate over their future political course. Last October, Kuwait's ruling al-Sabah family promised to issue the country's constitution, which it suspended in 1986 despite opposition criticism, and held free elections once the Iraqis leave. In return, leaders of Kuwait's democratic opposition groups set aside their differences with the government to strengthen solidarity against Iraq. They joined a 35-member, government-dominated coalition to undertake their common determination to win back their homeland. But opposition leaders now say that their rules are eroding in their process.

In early January, government opponents told the core of the Kuwaiti would be governed under military-style rules for a year after it returned and would be run by a special five-man committee headed by Prince Jaber al-Sabah and Crown Prince Sabir al-Sabah. al-Sabah, the pro-independence activists, that amounted to betrayal. They say that they want the man, Sheik Jaber al-Sabah al-Sabah, who fled the country just before Iraqi tanks rolled into Kuwait City, to remain head of state. But they are pressing the government to keep its



Kuwaiti soldiers in training: 'rich guys getting drunk and chasing girls in London don't represent all Kuwaitis'

promise to restore parliament and apply Kuwait's democratic constitution of 1962.

The dispute sharpened last week, when the government made reduced the opposition's demands for speedy elections after Kuwait is freed, arguing that the country will be too devastated to afford the luxury of Western-style democracy. The opposition groups replied that the government has simply been using this as an excuse to silence its own population, as well as Western countries that might be reluctant to wage war to restore a one-party regime to power. "We are not doing but without debate," complained Ahmed al-Kharbi, an opposition member of the suspended parliament.

Uncertainty: Still, other opposition members maintain that the al-Sabahs, who have been the dominant local leaders for more than two centuries, will not be able to continue their tight control now that the country has experienced the deep shock of invasion. Middle-class Kuwaitis, they say, have proved that they are loyal to the emir and willing to fight to save their country—and now expect a greater share of power. Ahmad al-Sabah, editor of a weekly Kuwaiti magazine called *Al-Nahdha* (Renaissance), called for an end to the system that gave power to a few families. "We must stop giving away all leading positions to the al-Sabahs while other Kuwaitis were bought off with welfare-state benefits." "The most capable people should build this country, not the people who are most loyal to the party or the family," he said in an interview. Pro-independence activists plan to meet in London in late February to

form a so-called national front, complicating the task of rebuilding the country and setting the stage for political uncertainty in a newly liberated Kuwait.

But the most difficult adjustments for Kuwaitis may well be psychological. Of the 2.1 million people who lived in pre-invasion Kuwait, only 884,900 were Kuwaitis; the rest were foreign workers. Kuwaitis made up only 18 per cent of the labor force, and their comfortable lifestyles were cushioned by a comprehensive network of social benefits that included free education at home and abroad, monthly payments to each family granted to its size and social position, and cash bonuses for newly married couples.

Some Kuwaitis have continued their profligate lifestyles even in exile, financing their money in the night spots of London and Cairo. And even for middle-class Kuwaitis, role activities little abroad—hunting, in Damascus, about 13,000 Kuwaitis are housed now in a cluster of 50 apartment buildings. The apartments are sparsely furnished but clean and spacious, although hardly comparable to the villas that many of the refugees enjoyed at home. The Kuwaiti government pays each family a monthly living allowance averaging about \$800. Many Kuwaitis acknowledge that they have done little but wait since the invasion. "I'm not doing anything now," said al-Qabash, the oil company manager. "Our life was stopped on Aug. 2, like a watch that breaks down. We just want it to start again."

But others have taken a more active stance

At a training camp for Kuwait army recruits in eastern Saudi Arabia last week, 600 volunteers aged 14 to 24 were busy acquiring basic military skills and vowing to join the 15,000 Kuwaiti soldiers now at the front. Some officers acknowledge that their military contribution may not be great. But they argue that it is vital to their nation's future that Kuwaitis participate actively in the fight. "If not us and future generations," said an army captain who would give only his first name, Awad. "People in the future will want to say, My grandfather applied his blood to win back his land. It is a matter of honor." For Awad and others, their soldiers' example is also important because it contradicts the image of Kuwaitis as spoiled and lazy. "The outside world will see that these rich guys getting drunk and chasing girls in London don't represent all Kuwaitis," he said. "It's the people who are fighting now who will win things when we are home."

Changes: One of the most important changes that Kuwaiti officials say will likely be introduced in the new Kuwait is a sharp reduction in the country's population. Senior Kuwaitis now fear that they will restrict the number of foreign workers, especially those who aided with Iraq, including Palestinians and Jordanians, and keep the population below its old level. As a result, Kuwait would have to do more of the work themselves. "We have had a collective shock," and al-Sabah, the opposition leader. "It will not be like the old Kuwait."

ANDREW PHILLIPS in Damascus



Gensadirew refuels a CF-18 at Qatar; government and military have not always appeared to follow a common agenda

A TWO-FRONT CAMPAIGN

SELLING WAR TO A NATION OF PEACEKEEPERS

In mid-December—a month before war broke out in the Persian Gulf—the 14 members of the Conservative government's inner cabinet were called to a meeting in a second-floor room in Parliament Hill's Centre Block building. On the agenda: whether or not to send Prime Minister Brian Mulroney to visit the Canadian forces. Supporters of the idea argued that a visit would boost the morale of the troops. Critics countered that the public, already disgruntled with Mulroney and his government's policies on other issues, would demand the trip in green standing. In the end, the cabinet dropped the idea. Still one senior Mulroney adviser: "We were afraid it would be perceived as selling more than genuine patriotism." But the debate that surrounded the proposed trip reflected a larger problem for the government in the Gulf crisis: torn by conflicting Canadian traditions of peacekeeping and participation in Western military alliances, and with private polls indi-

cating that a majority of Canadians were unsure of what role Canada should take in the war, the government has struggled to reach a consensus—and politically palatable—policy for waging war.

Peace. In the two months since the December cabinet meeting, Ottawa's civil and military bureaucracies have managed to assert a streak of domestic peace, at least on the day-to-day affairs of war. But the country's political leaders continue to struggle to strike the delicate balance between opposing aggressions. Abroad, the Conservative government has sought to fulfil Canada's military commitment to the U.S.-led coalition against Iraq. At home, Mulroney and his cabinet have focused on rallying Canadians to support participation war sacrifice the country's ability to play a distinct international role as a peacekeeper. The resulting federal debates, military recruiting drives and occasional con-

ferences have not always appeared to follow a common agenda. Observed University of Toronto historian Desmond Morton: "Mulroney wants to be a peace-loving one day and a war general the next."

In fact, the government has persisted in recent weeks both as early as to the war through coalition action and a plan for the postwar peace. Last week, Mulroney initially said that Iraq's invasion proposal "deserved serious consideration," but after a closer review of the plan he dismissed it as a "traditional" diversion. He was not alone in expressing disappointment that "what looked like a promising development has been weighed down by the conditions attached." Mulroney had struck a conciliatory tone a week earlier when he



welcomed his government's proposal for a post-war peacekeeping operation in the Gulf that would include Canadian participation. But just four days later, with speculation mounting about the timing of a ground war, Defence Minister William Mulroney appeared prepared to increase Canada's role in the war effort.

By the first time, he said publicly that Canadian CF-18 Hornet fighter jets, which are now flying sweep and escort missions for coalition bombers and are not equipped for air-to-air combat, might be reassigned to attack ground targets in Iraq and Kuwait if that would hasten the end of the war. Early last week, Lt. Gen. Fred Sutherland, Canada's chief of air command, also said that the CF-18s could quickly be refitted to take part in ground attacks. Said Sutherland: "Everything is a possibility."

Antiwarism. Before the air-to-ground capability is added to the Hornets, however, the government would have to approve the delivery to the Gulf of bomb-destroying blocks and other components that would permit Canada's dual-purpose fighter jets to undertake ground-support assignments. When the first squadrons of CF-18s flew into the Persian Gulf in October, the government ordered that those components be left behind at the Canadian barracks in Berlin, Germany.

But taken together, the Prime Minister's proposal for postwar peace and the possibility of direct attacks on Iraqi ground troops by Canadian planes reflected the Conservative's attempts to respond to an ambivalent public. Said Tory pollster Alvin Grogg, president of Toronto-based Decima Research Ltd., for one: "Canadians do not share a traditional antipathy with the Americans. There is the perception, however, that Saddam Hussein is inherently evil and must be stopped."

In fact, Grogg said that the government's double-edged approach has the support of most Canadians. In a poll that Decima conducted for the government between Feb. 4 and 9, he told Mulroney's 67 per cent of respondents generally supported Canada's presence in the Gulf. Fifty-eight per cent were further at, stating that they approved of Canada's level of military participation in the war. As for the same issue, however, Grogg said that a majority of those surveyed indicated that they would have preferred Canada to retain a traditional peacekeeping role.

But it took time for the government to find the right public balance. In the early days of the crisis, the Tories often appeared distracted by other issues, detached from the concerns of

the public and uncertain of their own course. During the weeks immediately following Iraq's invasion of Kuwait on Aug. 2, Mulroney spent much of his time holidaying at the Prime Minister's retreat at Harrington Lake, north of Ottawa. His cabinet, meanwhile, was preoccupied with the Mulroney Indian crisis at Oka, Que., then with events in the Gulf.

For their part, senior military officers acknowledge that the country's increasing commitment to the war has not always been well explained to its citizens. Acknowledged defence department spokesman Commodore Larry Murray: "If I could do it over again, I would have said on Jan. 15 [the deadline for



Mulroney in Ottawa defence operations room: a measure of order

Iraq to withdraw from Kuwait) that the game plan could be changed at any minute because of the dynamics of war." But as late as last week, there was further confusion about Ottawa's intentions when Lt. Gen. Kurt Fauder, the chief of army command, and Gen. Qarar, the head of defence command, planned to transport a 12,000-member mechanized brigade to the region. Military spokesmen in Ottawa made it clear that the plan could be paper only and did not represent government policy.

Still, in the last months since the outbreak of the crisis, the government has for the most part brought a measure of order both to its military and its political battlefield. Within hours of the launch of the first U.S. air offensive over Iraq, the department of external affairs boosted its usual staff of six to the 34-hour operations centre in 30. Since then, the centre has operated at full strength, monitoring reports

and dispatching from 100 Canadian embassies and consulates affected by the Gulf War. At the headquarters of the department of national defence, meanwhile, officers monitor CNN and other TV newscasts about the war while staff officers provide military intelligence and mapping the location of Canadian aircraft and troops.

As well, the Privy Council offices have become the setting for a similar question that monitors the changing preoccupations of the Canadian public. Each day, an Privy Council staff members arrive at 9:30 a.m. to hear news reports on the crisis in the media. The ministers are delivered by 7:30 a.m. to senior bureaucrats and a group of government public relations advisers for analysis. Their reports are then sent to External and National Defence on the basis of 10 key priority issues, who then prepare briefings for the members of the cabinet war committee, made up of Mulroney and 10 of his ministers.

Survival. The system has allowed the government to record some successful forays into crisis management. For one thing, after Iraq's first Scud missile attack on Kuwait on Jan. 17 and subsequent criticism from coalition leaders that Israel not retaliate, Secretary of State Gerry Weiner and Immigration Minister Barbara McDougall went swiftly to Montreal and Toronto to reassure the large Jewish communities in those cities of Canada's commitment to Israel. Said Senator Lowell Murray, chairman of the cabinet's international committee and a member of the war committee: "It has been called a propaganda machine by some. But it serves a useful purpose."

The centre of war to the last last plan was evident last week. On Feb. 13, Clark appeared before an all-party parliamentary committee to explain the government's plan for postwar peace. But most of the 100 grillers asked about the U.S. bombing campaign in Iraq of a Baghdad banner that showed Iraqi civilians. For the first time, the weekly hearings began last month, a Tory MP, Michael's Geoffrey Saut, posed opposition MP in challenging Clark by pointing to a sign: "Where is this war going?" Clark called the loss of life in Baghdad "a tragic error," adding that the war was not an escalation of terrorism over targeting civilians. It was a response reflecting a government trying to start a middle course between a desire for peace and a desire for war.

E. KARE FELTON with
ANTHONY WILSON/JIMMY in Ottawa

Seven Years Ago, Lexus Engineers Set Out In Pursuit Of Perfection. They Arrived In Separate Cars.



LS400



ES350

Exploring the frontiers of automotive excellence is not a casual undertaking.

Ask our engineers, who've made five journey out there, but twice. Pictured here are the rewards of their travels.

Above, the Lexus LS400. A 32-valve V8-powered sedan whose combination of luxury and performance is so potent it inspired *Car and Driver* to call it "a high-speed cloud with a leather interior."

Below, the Lexus ES350. A sports sedan whose refined performance derives from an advanced 24-valve V6 engine design. And whose extensive array of standard amenities makes it nothing less than the luxury version of sports sedans.

Both of these automobiles are the result of Toyota's unrelenting effort to rethink every dimension of the automobile's art until it was worthy of Lexus.

And both are ready for your careful consideration. For the name of the Lexus dealer near you, call 1-800-26-LEXUS.



LEXUS

The Relentless Pursuit Of Perfection.



GOING HOME TO THE WAR ZONE

A DUSTY RIDE ON THE SAUDI EXPRESS

Maclean's Ottawa Bureau Correspondent Bruce Wallace covered the Saudi Arabia desert war in report on the expected ground war. After flying into Riyadh, the capital, Wallace travelled southeast to the Persian Gulf coast city of Dammam on the country's only train, in a five-hour journey across the barren Eastern Province. No report.

By almost any measure of reason, the eight passenger cars of the Riyadh to Dammam Express should not have been filled with men, women and children last week. Since early January, Saudi citizens have been going in the other direction, fleeing Gulf coast homes that are unacceptably close to the warring armies massed just north of the Kuwaiti border. But as the early morning sun filtered through the stained-glass windows of Riyadh's majestic railroad station, dozens of joyously dragged carpets and suitcases across marble floors to board a diesel train that would take them home. "People are not afraid of Saudis anymore," said Abdul Karim al-Farsi, riding to the Iraq direction that U.S. Patriot missiles have been consistently shooting down.

Without a seat on the Express, civilians wait-

time travel required is difficult. There are no commercial flights to Dammam. And a kilometre-long stretch of washed-out roads—a road beside the tracks is evidence of the perils of crossing in a country of notoriously bad drivers and unpredictable beasts of burden. "Many dangerous caravans when they travel the highway at night," said Abdul Momin al-Shari, 26, who joined the Saudi armed forces in January and who was heading for training in Dammam. "They look right through the windshield and kill you." Crossing the sands away from military installations is one of the more chores of those on duty.

Chaotic: On the \$30 train ride, however, once we slipped past the U.S. military barracks on the outskirts of Riyadh, camels were a welcome diversion from the unrelenting blizzard of the desert landscape. mile upon mile of dunes with sporadic clusters of green brush and the occasional sign of a dromedary revivified. The Express had to bridle three times for small herds that leaped across the tracks. Inside the chaotic cars reserved for families with children, youngsters pressed their noses to the glass to watch the

Kuwaiti soldier performs a desert chore: car drivers often hit camels

animals and ran to and fro—gazing one of the 20 arms rules of travel posted in every station: children are not allowed to leave their seats. Only adults, some cars are reserved for men only, and women cannot travel at all unless accompanied by a son, brother or father.

Agitated: Compared with the magnificently designed stations at Riyadh and Dammam that frame the route, the European-built cars are drab—except for an ornate carpet running down the narrow aisle. The wheels lacked so much steel that, at times, passengers had to move at all. Instead, they watched the TV sets, which mainly played taped congratulatory speeches by Saudi Arabia's King Fahd. When an exiled member of the Kuwaiti government appeared on the screen and began denouncing the invasion of his country, one of the passengers, Said Mirzan, a Kuwaiti electronics, became agitated. Mirzan said that he was returning to Dammam from Cairo to join the Kuwaiti army. Smoking furiously, he added: "My grandfather said that Iraqis will sit at your table and eat your food and scale with you. Then, in the morning, they will shoot your sheep while you sleep."

In the smoky cafeteria car, al-Farsi, an engineering student, said that when the war began, "only the rich were able to take their families away to safety." Swallowing the last of his tea, he added: "Now, they are coming home and life is back to normal." But when the passengers disembarked at Dammam, they discovered that a Saudi alert had sounded. A line of green-swathed Saudi military police prevented anyone from leaving the spacious station for 10 minutes—and extended everyone that waited has its own set of rules. □



Stimulate your brain with Barbara Amiel year 'round

...make Peter C. Newman your full-time business advisor

...let Dr. Foth give you your humor fix weekly

...and get a whole year of savings with Maclean's

Maclean's delivered every week to you ... there's no better way to keep yourself informed, entertained and mentally stimulated. All for just one loonie a week!

Maclean's line-up of thought-provoking columnists is without equal. You get insight, wit, revelation, controversy you can find nowhere else in Canadian journalism. Barbara Amiel, Allan Fotheringham and Peter C. Newman are regularly joined by such luminaries as best-selling author Diane Francis, Charles Gordon in Ottawa, Trent Frayne keeping a Sports Watch for you and Fred Bruning with the view from across the undefended border.

But when you relax for an hour or so weekly with Maclean's you get much more:

- Concise, clear, colorful coverage of the week's top news - the ideal way to stay

well-informed if you don't have time to wade through every page of your daily newspaper.

- News and reviews of the world of movies, TV, the arts so you can choose what to see, what to avoid.
- Business, Health, People, Sports, Science, the Environment, Books - just about every aspect of life that interests you.

Best of all, subscribe now with the enclosed card and you'll save on every issue. Check the special subscription offer card in this issue and see what a terrific value you receive when you invite Barbara, Allan, Peter and Maclean's into your home or office weekly. Just return the card to us today - we pay the postage.

Send in today, order at Maclean's Box 4085, Mississauga, Ontario M7W 1B0

Maclean's

Don't go a week without it

Incident not collected

Cut your travel costs without cutting down on luxurious accommodations. Over 150 top hotels coast-to-coast offer 30% off their regular posted (non-discounted) room rates for each day you rent a Tilden car. Simply reserve your room in advance and be sure to mention the "Tilden Hotel Discount".

Percent cost Tilden Rental Agreement upon check in. Offer valid from October 1, 1990 through April 30, 1991, subject to our and owner availability. For our reservations and agency of participating hotels, call our toll-free number or Tilden Out of Town Reservations at 1-800-347-6742 (1-800-367-5334 from Quebec and the Maritimes). Special conditions may apply at some hotels.

The most accessible car rental counter in Toronto's new Terminal 3.

■ **Renewables:** Call Trigen for availability anywhere in Canada and

● **Frequent Flare-Ups** Tides reports

● **Case and Studies.** Twelve case studies, models, and models, and discuss

Free! Patient

Canadian *Plus*.



We're
in the
pleasure
business.

[illegible]

Nelson and Winnie Mandela leaving the courthouse: a theatrical atmosphere

SOUTH AFRICA

Winnie Mandela's accuser disappears

Moving with steady calm through a scolding throng of spectators and cameras, Winona Mandela, with her husband, Nelson, at her side, walked her way into a Johannesburg courtroom last week. The woman known to her followers as "the Mother of the Nation" is accused of the 1988 kidnapping and beating of a young black activist who was later found murdered. That the day before her trial began, a key prosecution witness vanished under suspicious circumstances. Then, on the trial's third day, two other witnesses refused to testify, claiming that they feared for their lives: Kees the threat of kangaroo courts; the evidence of a failed plot to persuade them to turn state's evidence after Nelson's arrest; the plot against the trial; and March 14, 1990, the possibility that the prosecution might be able to drop the case altogether.

That result would clearly be welcomed by both the African National Congress, in which the Mandela are leading figures, and the South African government, which will negotiate the country's future—including the final end of the apartheid system—with the ANC. But legal and constitutional experts expressed deep concern. Saul University of Cape Town law professor Dennis Davis: "The whole criminal justice system is in a position."

There is at least an implicit connection.

between the resolution of the case and the late of the pending negotiations. Early in the week, a delegation led by Nelson Mandela and another led by President P. W. (Frederik) de Klerk cleared major obstacles in the way of the talks. The ANC agreed to end all anti-government guerrilla activity, while the government

despite the flow the return of about 40,000 black soldiers at home and to release hundreds of political prisoners. But the co-operative atmosphere could vanish if Bin Laden's wife is jailed for her alleged part in the abduction and beating of 18-year-old James (Scoop) Maqoma Scepso. Many analysts say that for the ANC, substantive negotiations would be unthinkable with former Mandela as adviser.

Sepers's kidnapping occurred at Decatur, 1985, while Nelson Mandela was still in jail serving a life sentence for treason. Members of Winnie Mandela's personal bodyguards, the so-called Mandela United Football Club, kidnapped the youth. Their leader, Jerry Richardson, was convicted last year of murdering his. The

near youths who were abducted and thrown along with Segal's infant at the same time. "I feel that Winnie Mandela had taken part in the murders, telling them that they were 'not to be free'—one of the three 23-year-old Gabori Molega, disappeared from a Swaziland hotel the day before the Mandela trial began. Some people and their family lost saw him in the custody of these two women. The ANC issued a statement denying that it was "organizationally involved" in Molega's suspected kidnapping—leaving open the possibility that ANC members could have acted as individuals.

The atmosphere inside Johannesburg's Supertown Court, where the 56-year-old Mandela and her three co-accused sat in the dock, was charged and theatrical. So great was the media interest that reporters clamoring for seats in the courtrooms had to subvert a pool arrangement, at which a selected few report back to the others.

Outside, police struggling to control crowds of anti-gay supporters, many of whom carried signs bearing such slogans as "I love my mother more."

Nelson Mandela, the ANC's revered vice-president, originally declared that he and his wife would welcome a trial to clear her name. But last week, the ANC called for a different official position. Winnie Mandela, it said, was a victim of state harassment. Some black nationalists, however, have expressed misgivings about that position. After Sefiso's body was found in a ditch with his throat cut, the outspurred Miss Democratic Movement outspiced Winnie Mandela, clearly believing that she had some responsibility in the case. Then, after the government released Nelson Mandela from prison at February, 1990, her attachment began, propelled by his unswerving loyalty to her. In August, 1990, ANC and officials devoted her in the national conference as head of the movement's social welfare department.

However, many longtime members objected, with more than 100 branches around the country protesting the smoochfest.

Now, in effect, the ABC is left in on trial. State prosecutor Jim Swenson, who until March 6 co-produced *Melrose*, the missing witness, and persuaded the other two to testify. If he fails, his case is likely to collapse. That would relieve both the ABC and the government of any criminal

perception that in post-apartheid South Africa, important figures will be able to escape public accountability for their actions.

JOHN BIERMAN with CHRIS DRAMMIS on
Case Trees



De Klerk, negotiations

CLOUDS IN 'OPEN SKIES'

For Rhye Eytan, this week's planned opening of the Toronto Terminal 3 at Toronto's Lester B. Pearson International Airport is far more than a ribbon-cutting ceremony. It is an event that evokes years of effort to turn Canadian Airlines International Ltd., the Calgary-based company he heads, into a strong national carrier capable of challenging Air Canada's dominant position as the country's number 1 airline. And at Eytan, 56, himself acknowledges, Canadian Airlines faces serious problems. Like dozens of other airlines, the company is reeling from the combined effects of the economic recession, worldwide overcapacity and higher fuel prices, caused by the Persian Gulf crisis. The heightened tensions for security as a result of the Gulf War has even forced the airline to scale down its plans for a lavish opening-party at the new terminal. "I'm frustrated—the whole company is frustrated," Eytan told Maclean's last week. "I've never seen anything like this in all years in the business."

Moreover, the prospects on Eytan are likely to increase dramatically in the coming months. Last week, Transport Minister Douglas Lewis vowed to press ahead with a plan to give U.S.

CANADA'S NUMBER 2 AIRLINE LOOKS FOR NEW WAYS TO SURVIVE TOUGHER COMPETITION

airlines full access to the Canadian market—despite warnings by a 50-party parliamentary committee that the arrangement will devastate Canada's airline industry. The prospect of a so-called open-skies agreement between Canada and the United States has fueled speculation among analysts—and even among some Air Canada officials—but the two national carriers will face a struggle to emerge to order to compete with larger U.S. airlines for international and domestic travellers. For his part, Eytan expects to head the possibility of a merger. Instead,



Toronto's Terminal 3 is now opening day book

he appears to be pursuing a bold new strategy: finding a foreign partner willing to buy a significant majority stake in the company. Eytan gave few details of his father's plan to find a foreign partner. But he acknowledged that the company is leaning on Ottawa to lift the pernicious limit of foreign ownership to 40 per cent from the current tight limit of 25 per cent. Foreign investors now own less than four per cent of Calgary-based PMA Corp., which is Canadian Airlines' parent company. Explained Eytan, the airline's president, chief executive officer and chairman: "We need access to global capital pools. Capital pools in Canada are just too small."

Without an infusion of new money, Canadian Airlines will be hard pressed to cope with the wide-open competition in the North American market in the next two years, the company has set as its workload by 1,500 employees, in 16,100 and sold right off of 97 aircraft. As a result, the airline's revenue total unit capacity last year by 10 per cent. Those constraints helped to produce a profit of \$29.4 million on revenues of \$9.1 billion in the first nine months of 1990. Still, Eytan said that the airline lost so much money in the last quarter that it will post a loss when the full-year results are reported later this month. He added that the company is unlikely to return to profitability in 1991.

On top of those problems, Canadian Airlines is carrying almost \$1 billion in long-term debt, much of which results from the company's

Frankly, I can't imagine that something like this would be commercially popular."

Eytan's other major difficulty is the prospect of unfettered competition between Canadian and U.S. carriers throughout North America. Currently, about 13 national passenger flights between Canada and the United States every year, generating \$2.3 billion in annual revenues. Only about 25 per cent of that market is held by Canadian carriers. Under a bilateral agreement signed in 1986, the two national governments restrict each country's airlines to specific cross-border routes. In addition, the airlines are denied the right to cabotage—the practice of picking up and flying passengers between cities in another country.

In Washington last week, Lewis reaffirmed plans to negotiate a new second on cabotage when talks on a revised air agreement between the two countries begin next month. He added that a final agreement should be reached next year. Declined the minister: "A liberalized agreement, with cabotage, is essential for Canadian carriers to access the U.S. market fully and redress the current imbalance."

In fact, Malabar has learned that Ottawa is seeking several key concessions from Washington that would make it easier for Canada's two carriers to adjust to an open skies agreement. According to a federal official who has taken part in the discussions, representatives of the two countries have already reviewed informally a proposal to allow Canadian airlines full cabotage rights in the U.S. market from as soon as the new agreement took effect. In contrast, U.S. airlines would gain cabotage rights in Canada only after the agreement has been in force for five years. During the first few years of the agreement, U.S. airlines might also face restrictions on the frequency of their daily flights to and from major Canadian airports. "Nothing is as wrong yet, but the Americans have already accepted that there will have to be early adjustments built into the agreement for Canadian carriers," the official said. "Our position is that if the U.S. negotiators don't show a certain amount of maturity, there won't be a deal."

For the moment, however, Eytan appears skeptical about Ottawa's plans to protect the interests of the Canadian airline industry. Industry analysts point out that Fort Worth, Tex.-based American Airlines, the largest U.S. carrier, has an estimated 364 aircraft, compared with 89 for Canadian Airlines and 107 for

Business Notes

EYE, EYE BLINDS

North American investors in a buying spree last week were looking at the New York Stock Exchange composite index closed the week of a record high of 28,220. The Toronto Stock Exchange's 300 composite index stretched its winning streak to 11 sessions, pushing the index up 296.92 points to 2,639.24—an increase of more than one per cent since the rally began—before closing the week at 2,646.96.

NOT EVERYBODY BOUGHT IT

The provincial division of the Ontario Court found Hamilton Products Canada Ltd. lost \$75,000 for misleading advertising. The company, which placed paid ads in a consumer television campaign in which model-endorsement Victor Koss, who also owns the Montreal-based L'Espresso's New England Pattern, claimed that his name sounded closer than any other electric saw.

THREATS STEP DOWN

In a surprise announcement, Laurence Thibault, the president of the Toronto-based Canadian Manufacturers' Association since 1985, resigned. Thibault said that his departure was related to sharp divisions over the Free Trade Agreement among the CMA's 3,000 members, 70 per cent of which are small or medium-sized businesses. Many of those member firms have encountered trouble competing against more efficient, U.S.-based corporations.

THE CLOCK IS TICKING

Algonia Street Corp. Ltd. president Robert Brown said that the \$13.5-million debt of his U.S. and Canadian companies could be forced to shut down before the deal closes next month. The future of the cash-strapped South Star Marine, Ont., shipbuilder has been in serious doubt since January, when parent Canadian Inc. of Hamilton wrote off its \$723-million investment.

AN ITA LANDMARK

In a landmark decision favoring Canada under the Free Trade Agreement, the U.S. International Trade Commission reversed an earlier ruling that exports of Canadian pork were economically harming American farmers and processors. It was the first time that a U.S. administrative agency responded positively to Canadian complaints of unfair U.S. trade practices. As a result, the United States is expected to refund \$17 million collected over a 2 1/2-month period that was based on exports of Canadian pork in August, 1989.

Eytan: 'I've never seen anything like this in all my years in the business'



for Canada. "We must add additional point-to-point access to the United States, but we are consistently against cabotage," Ryan says. He adds that even if cabotage rights were phased in gradually, "it is a no-win situation for Canadian carriers."

Fearing head-to-head competition with the giants of the U.S. industry, Canadian Airlines has driven up a shopping list of conditions that it wants in a new bilateral air agreement. Topping the list is a provision that would require U.S. airlines to make available to Canadian carriers long-term gate leases and slot allocations at major airports, as well as access to their computerized reservation systems. Said Ryan: "Every major U.S. centre has been transformed into a fortress by U.S. carriers. There is a problem with access."

Another requirement, Ryan says, is that routes on jet fuel in Canada are as much as 40 per cent higher than in the United States. Whether that tax disadvantage, Canadian Airlines' 1990 fuel bill of \$458 million would have been about \$150 million lower. Similarly, Ottawa's 1987 decision to subsidize special tax receipts for leased equipment makes financing costs for new aircraft about five per cent higher in Canada than in the United States.

Despite Ryan's wary approach to the open skies negotiations, he says that he is determined to ensure that Canadian Airlines takes advantage of new opportunities in the transatlantic market by expanding the company's



Loading luggage onto a Canadian Airlines jet: reasons for mergers

existing network of alliances with other carriers. Currently, Canadian Airlines has alliances with Lufthansa, Japan Airlines, Qantas and Air New Zealand. Under such agreements, airlines slot seats on each other's aircraft and split the revenue from routes that both of them fly. The company hopes to announce several bilateral agreements in the near future, including one with a major U.S. carrier, Ryan says. Industry analysts say that American Airlines is the most obvious candidate for closer ties because it plans to share gates with Canadian Airlines at Terminal 3 in Toronto.

At the same time, Ryan dismissed allegations by some Air Canada officials that his

company will be forced to merge with the Montreal-based airline. Declined Ryan: "They are how strong we are becoming at a time when they appear close to reject." He adds that Air Canada's failure so far to hire a new president and chief executive officer to replace Pierre Jean, who resigned last August, is symptomatic of the company's problems. "They have been talking about hiring a new CEO for six months now," said Ryan, "but they haven't done it."

Still, Air Canada's problems produce little comfort in Canadian Airlines' headquarters. Communications director Jack Lawrence, for example, said the last year's announcement that the company had lost access for the first time in its history to "devastating" particularly because it took place after the company had begun to implement a major restructuring program. Since then, the process and the Gulf War have added to the difficulties. Said Lawrence: "We've finally seen the light at the end of the tunnel, only now it's a train." Ryan meanwhile, appears to be taking a philosophical approach. "I worry about what I can control, not about what I can't," he says. "We can only better defend the battles and hope we come through it." The outcome of Ryan's struggle will help to define the future shape of the Canadian airline industry.

BARBARA WICKENS
in Calgary
with ROSE LAYTON in Ottawa

TURBULENCE IN THE SKIES

Officials of USair Corp., the fourth-largest U.S. carrier in terms of revenues, made its opening last week when they announced plans to lay off 3,600 of the company's employees and eliminate 19 per cent of its flights. In a terse statement, the Arlington, Va.-based company said that it was making the cuts "to survive." In fact, USair is only one of many airlines around the world that are scrambling to deal with the impact of a sharp decline in air travel since the Second World War. Fueled by the worldwide economic downturn, airlines are also struggling to deal with the devastating effects of the crisis in the Persian Gulf. Higher fuel prices and insurance costs, combined with sharply lower passenger travel because of widespread concerns about terrorism,

Terrance Deery, a spokesman for the Montreal-based International Air Transport Association, said that more than 80,000 passenger arrivals reported that they were down over in the fourth quarter of 1990. And although the full figures for the year are not yet available, Deery said that 40 per cent of flights were down 40 per cent of the way in the last 10 weeks of 1990. Figures for January, when U.S.-led forces began bombing Iraq, are even less encouraging. Air traffic to the Middle East was 65 per cent lower than in the same month a year earlier. Within North America, traffic slid down six per cent compared with January 1990. Worldwide, 39,856 flights, four per cent of the total, were cancelled.

Other airlines facing drastic survival measures last week included British Airways PLC, the world's largest international carrier, which announced that it would eliminate 4,800 jobs, or nearly nine per cent of its workforce, and cut another 5,000 employees on half pay. Iceland's national airline, Icelandair, announced that it will cut 2,200 jobs from its 11,000-strong

workforce in an effort to become profitable for the first time since 1980. Delta Airlines Inc., Spain's national carrier, said that it will eliminate 2,000 jobs, about one per cent of its workforce, and cancel 359 flights a week to cities in Europe and the United States.

The airline industry also disclosed here and a major impact throughout the industry. Last week, Seattle-based Boeing Co., the world's largest maker of commercial aircraft, announced that so far this year it has received orders for only seven planes, compared with orders for 540 aircraft worth \$24.3 billion, in 1990. As well, British Airways delayed the purchase of five Boeing 747s scheduled for delivery this year, and Qantas Airways of Australia said that it will delay delivery of six unspecified number of 747-400s and 767s. Clearly, the hangover is continuing for the world's airline industry.

BARBARA WICKENS

The collapse of Kona

A \$30-million loss shocks Winnipeg Mennonites

I t was not more bad luck that sent the most prudent investors on full tilt in the real estate market during a recession. In Winnipeg last week, members of the tightly knit Mennonite community were still reeling from the collapse of Kona Enterprises, a real estate investment company that may have losses totaling an

estimated more than 35 years ago and filled with restaurants and shops. It began showing signs of serious financial trouble in 1988, when it stopped paying dividends to investors. Then in 1990, higher interest rates and a weakening real estate market further undermined the company's position.

At the same time, Kona's failure has created

one property in 1994 for \$1.6 million with \$800,000 in cash. The property was mortgaged for \$1.4 million initially. In 1988 and 1989, two additional mortgages, totaling \$1.2 million, were registered against the building. After foreclosure, the mortgage company found that buyers were willing to pay only around \$500,000 for the property.

Harry Beyer, a real estate appraiser with 26 years' experience in Winnipeg, questioned Kona's valuations. Beyer said that Kona's losses, he said, "were very opportunistic." He added: "I don't think that he would have accepted very much outside advice." Jan Kozak, who took over as president and chief executive officer of Standard Trust last month, says that he has visited 30 of the 112 Kona properties so far.

Standard has mortgages but he added that he has not examined the appraisals on those properties. "I've been looking at how we can solve the problems," said Kozak, "and at what happened as the past."

He added that the current decline in interest rates should increase the amount of activity in the Winnipeg property market and help Kona's losses. Standard's chances of recovering most of its losses. Added Kozak: "Who knows whether the appraisals were done correctly two or three years ago when the loans were put on the books?"

According to the *Free Press*, two of Kona's investors have launched lawsuits against the company in an effort to recover their investments. But analysts say the cost of the Mennonites who entrusted the company with their money will likely amount to about \$30 million.

court action because of a traditional reluctance to turn against a member of their own community. Rev. Albert Daubman, minister of the North Kildonan Mennonite Church, where Kona served as a lay assistant, told *Westerns* that the failure has shaken his congregation. Declined Daubman: "My Kona has lost everything, and he bears the responsibility of what has happened in his own hands." Still, he added that only "a few" members of Kona's own North Kildonan congregation lost money in the collapse because Kona chose to avoid using his position as lay minister there to influence members' investment decisions. Kona, described by the minister as a "warm and caring guy," has three sons who worked for the company, Daubman said.

Kona, in his statement to investors, said he is preparing for personal bankruptcy. He added: "Because I have no money of my own, I make it, I make it as much harder to adjust to failure resulting in losses for many concerned."

BRENDA DUNGLISH and
JOAN MACGILLIVRAY in Winnipeg



Winnipeg's Courtyard Building: questions about how property values were appraised

such as \$30 million. Most of the estimated 300 people who invested money as Kona were Mennonites, members of a Protestant sect widely known for its emphasis on frugality and hard work. Kona's president, David Epp, was also a big minister in the Mennonite Church. In a letter to investors, Epp announced that the firm was insolvent and accepted responsibility for its failure. He added: "I want to assure you that as dollar has been hidden or used for personal gain by any of the family members."

Epp's statement followed news that a year of closely guarded speculation within the Mennonite community about Kona's health. And last week, Manitoba Securities Commission spokesman David Chapp told *Westerns* that his officials are investigating the firm's activities. Added Chapp: "Our policy is not to comment on investigations, but we have received complaints about Kona." The company had interests in 43 properties, mostly in Winnipeg, including strip malls, apartment buildings and shopping centres. Kona also managed the Courtyard Building, an old apartment block

more problems for the already struggling Standard Trust. The Toronto-based trust company, which is owed about \$12.5 million by Kona, is currently under scrutiny by federal and provincial regulators for its lending practices. The Ontario Securities Commission has also begun an investigation into whether the shares of the trust company's parent company, Standard Trust Co. Ltd., are still being sold. In a letter to investors last year, Kona said that the 35-year-old company, Canada's most-heralded trust firm, was carrying \$250 million in overperforming loans—including the money owed by Kona.

Some real estate analysts in Winnipeg say that Kona may have encountered difficulties because it paid too much for some of the properties it purchased. Said Bruce Harvey, a salesman for the Regional Group, a commercial real estate broker: "This city has a slow and steady real estate market. It does not fluctuate much and it does not grow very fast. You basically have to make sure that your cash flow will cover your costs from Day 1." According to the *Winnipeg Free Press*, Kona purchased



Sliding down the path to Third World status

BY PETER C. NEWMAN

As a member of the G7, Canada still qualifies as one of the world's leading industrial states. But the reality is that it is dangerously deferring the accelerating pace of deindustrialization which the Canadian economy has suffered in the past five years (thanks to taxes as into a Third World country by the end of this decade).

Unless current trends are reversed, the number of Canadian factory jobs will follow the downward curve of agriculture, as that by 1999, fewer than 10 per cent of working Canadians will be employed in manufacturing. The Scissors Council of Japan dubbed Canada a Third World country with an artificially high standard of living back in 1968, and every available indicator since has continued to point downward.

The chronic mismanagement of the economy by free-spending politicians has placed most remains of our once-proud manufacturing sector in jeopardy. Effectively, following United States/France trade talks, which fostered protectionism that Ottawa politicians "spend money like drunken sailors" (it's not true. Saffers spend their own money).

Manufacturing's other agency of destruction lies in the Bank of Canada, whose governor, John Crow, dominated with killing inflation even if it means killing the economy, has made the case far worse than the disease. His misguided monetarism and currency pegging to protect the Canadian dollar's artificially high exchange rate have all but killed the manufacturing sector's ability to compete.

The gross stagnation of the damage inflicted by these policies was last week's report that Stelco Inc., our second-largest steel producer, lost \$187 million in 1990, compared with a \$64-million profit in 1989. The loss would have been \$200 million, except for a \$145-million tax recovery, and this year's prospects are even bleaker. Says investment analyst David McClelland at Banya McCarthy Securities Ltd. in Toronto: "People are under the opinion that the Steel Co. of Canada is big and it can't

If the executives running Canadian steel mills were Japanese, they would have committed hara-kiri long ago

go under. But those guys are on the road to disaster." The steel firm has never recovered from the departure of Peter Gougeon as chief executive officer in 1984. His management was far more in tune with the market, according to many in such dubious circles as Jamnook Steel Fabricating and Continuous Coiler Co. Ltd., both of which have turned sour, causing \$45 million in pre-tax losses.

\$65, it's better than Stelco's own comparison. Delco Inc., which last week announced that it lost \$479.2 million in 1990, largely because it had to write off the entire \$713-million investment in Algoma Steel Corp. It made only 216 years ago. The rocket scientists who made that investment decision are still printing over what's left of the company's treasury. If the executives running car steel mills were Japanese, they would have committed hara-kiri long ago.

The steel operators at Cape Breton have lined off federal and Nova Scotia subsidies and bailout for automation. Schroter and Delco will no doubt start lobbying for federal rescue packages any day now. But once if Ottawa had the money, which it doesn't, it couldn't solve the steel mills under terms of the Free Trade Agreement.

So, most of our steel mills—which form the country's essential industrial base—are caught in a trap. Free trade was supposed to grant them access to the American market, which Ottawa's high challenge rates promptly cut off. At the same time, high domestic interest rates have reduced capital spending in Canada to the lowest level in a decade, decreasing their domestic markets.

Laurent Théberge, who resigned last week as president of the Canadian Manufacturers' Association, estimated that the curve in previous years will continue into the summer and cost \$30 billion in lost manufacturing output, with at least 150,000 jobs eliminated, half of them permanently. He pointed out that Canadian firms have invested \$52 billion in new plants and equipment to take advantage of free trade with the United States, only to have the federal government's policies defeat their efforts. "The high interest rates needed to attract foreign money into Canada to finance the deficit," he complained, "mean that Canadian industry is paying one of the highest real costs of capital in the world." Andrew Jackson of the Canadian Labour Congress calculates that 152,890 Canadians working in the manufacturing sector lost their jobs between June, 1989, and June, 1990.

When Canadian manufacturing does succeed, it's almost always despite government policy, not because of it. Laurent Benoit, whose Bombardier Inc. is probably this country's most successful manufacturer, has been a staunch Ottawa's high dollar and "uncompetitive" interest rates. All of Bombardier's recent expansion has taken place outside Canada. Of the company's labor force of 25,000, only 9,400 are in this country.

Apart from harmful federal policies, the trouble with our manufacturing sector is the lack of basic research. In a 1989 National Forum of Science and Technology Advisory Councils cooperative meeting of research co-ordinators organized by the eight most industrialized countries, Canada ranks lowest in five classifications, and second lowest in three others. Only in the number of scientists per capita granted by universities and the amount of government-performed research do we attain one middle ranking.

Canada's private sector finances only 42 per cent of research and development, significantly, compared with 61 per cent in Germany and 71 per cent in Japan. All sectors of the Canadian economy, including universities, spend 1.32 per cent of our gross domestic product on R&D in 1988, the last year for which figures are available—that's less than half as much as most of Canada's industrial competitors. One of the forum members put it: "Canada is exporting yesterday's goods and importing tomorrow's products."

What the country's attention is riveted on the impossible dream of trying to keep cheaply happy. The country's industrial base is being eroded by neglect. Canada is a well, on the way to becoming an economic backwater. It will be the first time in history any nation has evolved backwards—just being a member of the First World to join the Third.

PEOPLE

An iron lady

She is a heavy-metal success story with a sexually provocative image, but singer **Laurie Ann**, nominated for three Juno Awards, including best female vocalist for her album *Barbed*, says that she is not a victim of men's narcissistic sexism. "Hard rock does hold a lot of negative stereotypes about women," said Ann, "so it's



Ann: "something of a Sissie!"

easy to be misinterpreted." But she added: "I'm actually something of a feminist. For instance, I have taken control of my own career." The 26-year-old, Toronto-born star now chooses and writes most of her album material. She explained that when she started in the music business at the age of 16, she was more susceptible to manipulation by record companies. Said Ann: "Now, I like to say that I'm marketed in the right way."

Love among the savages

Director **Norman Jewison** says that his latest movie is a love story between two hostile people. He added that *Other People's Money*, which is currently shooting in Los Angeles, "has something to say about the pig



Gruber's big week

Last week was **Kelly Gruber's** week. Not only did the Toronto Blue Jays become the highest-paid third baseman and Canada's highest-paid athlete, with a three-year, \$13.5-million contract, he won ANC TV's 1990 award Super Slam competition in Cancun, Mexico. Gruber, 36, bested such competitors as football star Herschel Walker in a \$30,000 and a four-wheel-drive vehicle in the games, which will air on March 3. Said Gruber: "I believe that you reap what you sow. Don't stop me yet." A cash crop.

Gruber: Canada's highest-paid athlete

STELLAR SUPPORTERS

A galaxy of stars turned out last week to record a music video produced and co-written by Canadian composer **David Foster** in support of coalition troops in the Gulf. **Wayne County, Michelle Phillips, Meryl Streep, Randy Travis, Kevin Costner** and **Mike Tyson** were among the 100 celebrities who sang *Voices that Care*, scheduled for release next week. Foster, 40, called the song "a tribute." He added: "There is gold and treasure for the people who come from Vietnam 30 years ago. I don't want people to read anything else into it."

In perspective

For country singer **Laurie Ann**, looking the other way is not an option. She has been a member of several. **Johnny Cash's** daughter says that writing soul-bearing songs like those on her latest album, *Acoustic*, helps to keep her sane and honest in a business that is neither. "The first syndrome you get made and cut away at you," said Cash, 58. But she said that her family helps. The Nashville resident and her husband, country singer **Rodney Crowell**, have four children. Said Cash: "I'm grateful that Rodney is in the music business. We get to share what we're both going through."



Cash: staying sane and honest



Jewison: good film

Reagan era. When there is no control, the battles take over, those who are only interested in greed." The former Oscar producer, who lives in California, near Toronto, said that the party is finally over. Declared Jewison: "Michael Milken is back in the end and now it looks like Donald Trump will be waiting to blow. Things are going good."

A silent killer

Cholera strikes Peru on an epidemic scale

Brazil donated medicines, France sent a team of doctors, and at least half a dozen other countries, including Canada, promised to contribute aid to Peru, an impoverished South American nation that is locked in battle with a deadly epidemic. Since late January, more than 72,000 Peruvians have contracted cholera and, by late last week, an estimated 200 had died. It was the first major outbreak of cholera to strike the Western Hemisphere in the century. Cholera, a bacterial infection that causes severe diarrhea, vomiting and dehydration, and which is first contracted in untreated water and food. Medical authorities said that because of Peru's primitive sanitation and sewage systems, the disease would be difficult to control and was likely to spread to neighboring nations. Sen. Dr. David Brindley-Bowett, co-ordinator of the health situation and trust assessment program at the Washington-based Pan American Health Organization "We have to be prepared for it to last a number of weeks."

Despite the influx of doctors and medical supplies, the disease spread rapidly through Peru last week, with up to 3,000 new cases reported daily in the cities of 22 million. Geneva-based World Health Organization officials said that the number of people affected there is already more than one-quarter of the 68,000 cases registered worldwide in 1969. Although most of the victims were in Lima, the capital, and in the Pacific port city of Callao, there were reports of cholera deaths in other parts of the country. Seventy-four overseas countries, including Bolivia, Ecuador and Chile, closed airports of Peruvian land in an attempt to prevent the spread of the disease. The environmental activist health-conditions in 19th-century London were similar to those of Lima today. During a 17-year period in the last of the 19th century, an estimated 30,000 Londoners died of cholera.

In as fast as the cholera, the Peruvian health ministry used radio and television announcements to advise people to boil drinking water for at least 10 minutes and to avoid eating raw seafood, particularly a popular fish

fish known as ceviche. Officials credited those measures with reducing the mortality rate of those stricken by the disease to less than one per cent from an initial 30 per cent. Still, the urban poor living in the country's sprawling shantytowns were struggling to fill cans that soaked eating hot fellow peppers and rice soups.



Chambo man with stricken daughters; folk cures

Others tried using smoke to rid their homes of the disease. Sen. Minister Valdez, a shantytown resident in Lima "They say you should hang the house with burning convolvulus leaves to kill the cholera."

Medical authorities said that each reaching Peru, the bacteria spread widely and contaminated drinking water. An estimated four million of Lima's seven million residents live in

shantytowns that often have no sewage disposal or waste treatment facilities. According to a study commissioned by Mayor Ricardo Belmont of Lima, 40 per cent of the city's water supply is contaminated by fecal matter. Sen. Dr. Uriel Garcia, a former Peruvian health minister, "Cholera is a disease of the poor and that makes all of Latin America vulnerable."

Cholera can be treated with antibiotics that kill the bacteria, or with rehydration liquids, which replace body fluids lost because of diarrhea and vomiting. Those liquids, made up of water, sugar and salt, are the most common form of treatment. There are no completely effective vaccines against cholera. According to Brindley-Bowett, the World Health Organization no longer recommends cholera vaccines for travellers because they are effective for only 40 to 50 per cent of the people vaccinated, and then only for about three months.

Victims who do not get medical help quickly can face a painful death over a period of two to seven days. The first symptoms are usually profuse diarrhea, which lasts several days. A cholera victim can lose up to five gallons of body fluids in 24 hours. The next stage of the disease is usually marked by vomiting. The victim's skin becomes cold and wet, and his pulse becomes faint and he can experience severe muscle cramps and thirst as he becomes more dehydrated.

Although outbreaks of cholera are still fairly common in the less developed countries of Asia and Africa, water and sewage treatment has almost eliminated the disease in the industrialized nations. The first major epidemic worldwide striking cholera with contaminated water occurred in England in 1834. A disaster caused John Snow observed cholera victims during the outbreak in London and found that all of them had taken water from the same pump in the city's Broad Street. In the northern part of central London. Shortly after the city closed the pump, the epidemic ended. Before Snow's discovery, cholera was a devastating disease. An 1831 epidemic killed thousands of people in Europe, and the following year the disease killed more than 6,000 people in Canada within four months.

According to some medical authorities, the current epidemic in Peru is part of an outbreak that began 30 years ago in Indonesia and that has since spread throughout the Pacific region. The disease spreads via

seawater carrying the bacteria faster in so other places and contaminates the water supply. As a result, health authorities in South America's populous nations were taking every precaution to prevent Peru's cholera epidemic from spreading.

BY ARCE JENISH with NORA UNDERWOOD in Toronto



State Farm employee Jack Richter using ProPoint: beyond high-tech keyboards

COMPUTERS

A friendly screen

New technology makes computers more personal

Although personal computers have become everyday tools in many workplaces and homes, some potential users still avoid learning how to use the high-tech keypads. Now, Co-Data, a software firm based in Foster City, Calif., has unveiled the prototype of a revolutionary new computer operating system called ProPoint, which uses a pen instead of a keyboard. Even though computers using the new technology will not be on the market until late this year, industry analysts say that ProPoint and similar systems that other firms are developing could make computers available to millions of people who do not currently use them. Indeed, some experts predict that the market for such non-keyboard computers could be worth as much as \$2 billion by 1995.

For those who are uncomfortable with existing computer technology, integrated computers will offer a system that is as uncomplicated as turning pages in a paper or, in the case of the ProPoint, a screen. So far, the 30 prototype model can read only printed words, and industry experts predict that the development of handwriting recognition is still several years away. Other functions, including calling up electronic files from computer directories, can be

accomplished with a tip of the pen on the screen, and the user only has to draw a cross through a word to erase it. Still, a note-pad computer using ProPoint, which will weigh about four pounds and look like a thick clipboard, has one feature that could deter some would-be owners: an initial expected price tag of about \$5,000.

Industry experts say that the new technology spreads through the computer market. When Co-Data unveiled the ProPoint system at a San Francisco lecture in Jan. 24, more than 600 people, including representatives of 90 computer hardware and software manufacturers that have agreements with Co, attended the event. Among the firms that have agreements with Co/Qualcomm there to manufacture products based on the ProPoint technology are International Business Machines (IBM) of Armonk, N.Y., and Dayton. Ohio-based Xerox Corp.

What makes a pen-based computer so simple to use—its small size, its portability and its ability to read words and symbols that a user writes on its screen—is paradoxically what made it difficult to develop in a just one of several firms around the world that have been trying to perfect a system based on an optical

scanning system that can translate written signals into computer language. Robert Gary, vice-president of software development, told Maclean's that his company's aim is to dominate the market for non-keyboard computer technology and that of Co's ProPoint system is successful in its market. The firm would take an early market lead over Rodman, Wash.-based Microsoft Corp., which is working on a similar pen-based computer system called Pen Windows. Microsoft's system is not expected to be on the market until the middle of 1992.

Indeed, some experts say that Co's ProPoint machine could launch a transformation of the market for personal computers. Although the products of different manufacturers will vary, non-keyboard computers will eventually be smaller and more powerful than the current generation of laptop computers. Norman Vincent, president of North Vancouver, B.C.-based ProPoint Software Inc., which is licensing software for the ProPoint system, predicted that the first non-keyboard will have at least five times the random-access memory of the average personal computer now in use.

Already, computer firms are searching for ways to combine the new technology. Unisys Inc., a spokesman for IBM, the world's largest computer manufacturer, said that his firm signed a licensing agreement with Co in July, 1991, and launched pilot projects using ProPoint prototypes with some of its larger customers, including Sun Microsystems, State Farm Mutual Automobile Insurance Co., to find out how the ProPoint technology could be used in businesses. Norman Vincent, the company's vice-president of data processing, and that his company is looking into the development of software that would allow customers to make pen-to-screen, screen-to-screen, and screen-to-screen replacement costs, and even issue on-the-spot cheques to its customers.

Despite forecasts by some ProPoint enthusiasts that write pads will bring desktop models out of the personal computer market, some analysts say that note pads will never in competition with desktop computers rather than replace them. As well, Paul Remond, chief architect for IBM, Spitznagel, an Ottawa-based computer systems integrator, said that it would be several years before software can be designed for all the on-the-go applications that are possible. But he says, State Farm's Vincent said that some insurance agencies who took part in the ProPoint pilot project found the prototypes too heavy and said that the machine was too slow and that handwriting recognition was not as fast as keyboard input. Vincent said that he would like to see the system used in the field. "I've used nothing like this in 20 years. I have been on this job." That endorsement is likely to spread if the new ProPoint-based machines succeed at making over millions of converts to computer use.

JAMES DEACON

The wrath of drought

Lack of rain parches California

In the southern California city of Santa Ana, a county community of 75,000, about 125 mi south of Los Angeles, it is almost impossible to water their lawns. Patches of grass in San Luis Obispo, one of the most water-conservative cities in the state, have been killed by a combination of insufficient construction that will increase water consumption. And in Los Angeles, 21 hydroelectric development projects known as Drought Drawers, have caused 14,785 acre-feet and level 235 feet since last May against individual caught violating municipal restrictions on water consumption. But despite these conservation measures, California still faces acute water shortages after four consecutive years of severe drought. Soil Don Maughan, chairman of the California State Water Resources Control Board. "This is one of the most severe situations we have ever faced."

As the drought enters its fifth year, state and municipal authorities who manage California's precious water supply are now considering even more stringent rationing. On Feb. 15, Gov. Pete Wilson announced the creation of a so-called water bank that will allow the state to buy water from willing sellers and resell it to needy farmers or urban communities. Water shortages threaten to devastate California's wine sector, which is almost totally dependent upon irrigation, and some analysts predict that crop failures caused by the drought could lead to higher prices for some vegetables, fruit and nuts in U.S. and foreign markets. The crisis is disrupting trade as diverse as computer-chip manufacturers and pulp-and-paper producers. As well, water rationing in dozens of communities has caused a California lifestyle because of some major pools and hot tubs.

Controversy California, with its huge, sprawling suburbs and lush farmlands, is largely the source of state engineers who lack dams and reservoirs to store water from the mountains north and give it to the state's southern regions, which were once desert-like. Indeed, 70 per cent of the state's water supply is located north of the capital, Sacramento, but 75 per cent of the water is consumed by farmers and urban dwellers who live in the south. Hundreds of dams capture water from northern California rivers and the runoff from the Sierra Nevada mountains, which are located in eastern California. As

elaborate system of reservoirs and canals transports the water south to farms and urban areas.

But below-average rainfall across the state during the past four years has seriously depleted the system. Between 1987 and 1990, the



Drought at Lake Santa Margarita: cramping a lifeless stream for pools and hot tubs

amount from rainfall and melting snow amounted to only 53 per cent of the normal average recorded from 1960 to 1990. As a result, the water stored in 155 major state reservoirs had fallen to 38 per cent of average capacity by Feb. 1, 1991, according to the California Department of Water Resources.

Municipalities across California have adopted a mix of mandatory and voluntary controls on consumption. In 1988, Los Angeles banned the use of hoses to wash sidewalks and driveways. Last year, the city passed orders before prohibiting homeowners from watering gardens between 10 a.m. and 5 p.m. William Paganos, Santa Barbara's water development planner, said that his city has cut its monthly consumption by an average of 40 per cent in the past year, primarily by improving higher rates for water's usage increases. As well, last year Santa Barbara approved construction of the country's largest desalination plant. It is scheduled to complete in late 1992, but water from the plant will cost the city 10 times as much as water from alternate sources.

Still, some critics claim that municipal conservation programs will not solve California's water problems because urban areas account for only 14 per cent of total consumption. The state's 84,000 farmers use 83 per cent, yet agricultural contributors \$45 billion annually to the state's \$700-billion economy. Philip Lomborg, for one, a state legislator from the Sacramento area, declared that many farmers are growing crops that are completely inappropriate for California's arid and semi-arid climate. According to state figures, farmers growing alfalfa, a crop used to feed livestock, consume four times as much water annually as the cities of Los Angeles, San Diego and San Francisco combined. And farmers growing rice are the fourth-largest consumers of water in the state. Still Lomborg, "We need to believe that water projects allow us to close our eyes to being so dry and arid."

Some farmers say that they are now facing economic disaster. Spokesmen for agricultural organizations predicted that up to one million acres, out of 9.8 million under cultivation in California, will not be seeded this year. They contend that overall farm income could decrease as much as \$17.5 billion because higher prices will offset the revenues lost by taking land out of production. But many individual farmers say that they will lose money this year. David Rhodes, who farms 5,000 acres in Kern County, 125 km northwest of Los Angeles, said that his water supply will be cut off entirely. As a result, he said, he will be unable to grow any grain, alfalfa or cotton. "I am shutting down my operation completely," said Rhodes. "We have never had this drought since day, but we never thought it would be this serious." Now, the drought is forcing Californians to reassess a lifestyle that has been the envy of millions of people around the Golden State.

D'ARCY JENNIFER with ANNE GREGSON in Los Angeles



The predictable costs of war

BY GEORGE BAIN

Never in the field of human conflict has there been so much bloodshed as in the Vietnam War. In 1957, John F. Kennedy was the first U.S. president who in 1957 gave the world the slogan that "the first casualty of war is truth." At the time, it was the first time in history that it had come to be politically correct to say that the world was not getting the full picture, that vital information was being withheld, that access to the news and those engaged in it was available only subject to supervision and censorship. Commensurate with an act for so corrupting itself were quick to call the war in the Gulf the Vietnam War, all technology, on people, especially civil ones.

That was a view of events fostered, by their different means, by each of the media, and particularly television, and by the people who upheld unquestionably the pacifist side in the debate over the war itself. What the complaint boiled down to, strangely at the time of the pacifist force, less so at the time of television, was that there were almost no bodies to be seen, very little pain, very little devastation, human suffering. Almost there had been, but when the war was full on for the fifth time or several networks the same old cliché of the war and the army to tell the world of the war and the army, it had lost most of its power to generate living moments.

Visually, the war was a blur. This was to have been the case for television war, but so long as it remained an air war, yielding only grainy pictures of vaguely glowing targets, it wasn't, not necessarily. Action film was not available in quantities equal to the on-air war, so it was often the war. True, coverage of the war itself, a few shots sent coming through the Baghdad of buildings with the tanks lined down, but there was no way of knowing whether they had contained living quarters, newspaper shops or bombing plants for the attack. Degraded buildings, no effect, had some more substantial value than they did military targets and recycled goods they

Visible evidence of devastation became essential to the antiwar case: when people protest against war, the war should be ugly

sitting around a table during negotiations.

Was the war as tragic of becoming a loss, it could be said, especially if complaints that some modernized war being less than the public were not colored by a degree of self-interest. Certainly the eagerly accepted belief was that it would be better, which is to say worse, therefore more productive of dramatic images, which is to say worse. But if the desire for a war that looked like a war under the microscope, what chance the drew-with-all-war crowd to quit that there was more death and destruction than was being seen?

During the Feb. 23 edition of NBC's Sunday Morning, Tom Harper, a writer on ethical and religious questions, debated aspects of war with Michael Walzer, author of the 1977 book *Just and Unjust Wars*. Harper, who had looked at "just" and "war" as contradictory, said, "Thousands are being killed in Iraq right now." Walzer replied that not even the Iraqis said that, which Mike La Folie around whom the program revolves, quickly intervened to say, "We just don't know, do we?" To that, Harper replied that Jimmy Carter, a former U.S. attorney general and pacifist, put back from Iraq, had seen destruction, buildings, no more visible

casualties than the world at large yet knew. But, to the point at which they spoke, Walzer was right. Iraq's whole aim of military casualties or damage at all, had been publishing small numbers of civilian casualties. The coalition forces had said from the beginning that all effects would be directed only at military targets, acknowledging at the same time that where targets were hit, civilian deaths would occur, some "collateral damage" might occur. No reason appeared on the long list to minimize the number of civilian casualties, unless, early on, was allowed to prevent overcommitment of useful propaganda. On the civilian side, it is also possible to understand the enthusiasm for the Islamic Jihad's cynical observation on war and truth, that the reticence about civilian deaths helped simply because of it.

It does not automatically follow from peace being preferable to war that the high moral ground in the debate over the war in the Gulf belongs entirely to the people who call themselves peace activists. Once support had been promised for the United Nations resolution demanding that Iraq retreat in an unqualified manner, the options available were three, none of them, in fact, options followed by Iraq if they failed. What was drastically left out of the antiwar argument was that a determined and authoritarian leader would be unlikely to see his troops as anything but his own people, and that the relative merits of starvation or death by collateral damage are hard to sort out that what is easy to suggest is why, once the decision had been taken for force, visible evidence of devastation became essential to the extent case, when protesting against war, the war should be ugly.

At about 4:30 in the morning Baghdad time, Feb. 13, all of that protest became irrelevant. The Iraqis were no longer just a war. What happened then could prove as controversial as the course of this war as the striking of the city of Baghdad. The Iraqis had 128 American lives, was to the eventual end of the United States into the First World War. It is scarcely believable that Iraq President Saddam Hussein could continue to be held out as the other knowing it might be attacked as a military campaign. The Iraqis, which the U.S. military claims it had been, but it is fairly possible that it was knowingly attacked as a shelter. Leaving aside any humanitarian considerations, such a thing would be contrary to every interest of an already nervous coalition. That is evident on the humanitarian side, where occurred elsewhere in the Arab world since.

Currently, the balance in the propaganda war has shifted to the Iraqis, and perhaps to a degree in the physical war. If there are still military targets in Baghdad, as is likely, they probably will have to be targeted for fear of the Iraqis. The Iraqis, which the U.S. military claims it had been, but it is fairly possible that it was knowingly attacked as a shelter. Leaving aside any humanitarian considerations, such a thing would be contrary to every interest of an already nervous coalition. That is evident on the humanitarian side, where occurred elsewhere in the Arab world since.



Simoneau: Quebec's bright young director finds a place in the Hollywood sun

FILMS

Slapshot to success

Yves Simoneau scores with pucks and Puccini

Quebec director Yves Simoneau recalls that after an early screening of his own movie, *Proferty Normal*, the first person who came up to him said: "This is one of the best Canadian movies I've ever seen." The second person commented: "I like it a lot, but it's definitely not a Canadian movie." The third said: "It's really like an Italian movie." Curiously, all three statements ring true. No movie has captured the character of Canadian audiences with as much acuity and wit as *Proferty Normal*, a comically astute, mild-mannered brewery worker who plays hockey and has secret dreams of singing opera. But it does not feel like a Canadian movie. It is disconcerting without being parodied. It is smart, funny and subtly inspired. And Simoneau, a hard-drinking alcoholic, a rare harmony between North American creator and European genre.

Proferty Normal makes a breakthrough for Canadian cinema—and for Simoneau. At 36, he is the latest Quebec director to gain prominence. And his first English-language movie is receiving unusually wide American distribution. In a departure from the usual pattern in which Canadian movies reach U.S. audiences

months after their domestic release—*Proferty Normal* is hitting both countries at roughly the same time. It opens across Canada on Feb. 22, also winning acclaim in Los Angeles and New York City last week. It drew praise from *Los Angeles Times* and *LA Weekly*, whose critic Eric Taylor cited its "visual wit and beauty." And although Vincent Canby of *The New York Times* panned it, Jane Bernstein of *The New York Post* wrote: "Well-directed and unconventional, *Proferty Normal* is a perfectly delightful movie."

Meanwhile, Simoneau's star is rising in Hollywood. In his 33-year-old life, Belgian-born pianist Nelly Doyelle, now comatose for twice Montreal and Los Angeles, where he has been working with Propaganda Films, the company that produces television's *Turn of Mind*. He recently finished shooting *Monkeys*, a TV movie starring Cybil Shepherd. John Laughlin, Shepherd's co-star in the movie, told *MovieWeek* last week: "Yves is a master at knowing what he wants. He works with incredible ease—and Cybil is not the easiest person to get along with." Added Laughlin, who has worked with various directors ranging from Francis Ford Coppola to Ken Russell: "Yves is

one—a self-directed operator with no visible seams of support. He talks his way into sharing Brian's house. Then after Renee receives an unexpected wedding, Alois persuades him to ask the money into a luxury vacation—a theme restaurant called La Tuscana with custom-wedded and waitresses who sing aria while serving coffee.

Under Alois's influence, Renee began to open up. Reluctantly, he lets a girlfriend into his life. Pool-playing, tennis, swimming with seductive women by Toronto actress Deborah Dunham, gently nudges him out and as Renee surrenders his respect, the camera marks the rise of passage by cutting outdoors to a policeman giving him a parking ticket—the rest of movie aside that gives the movie its gentle charm.

Proferty Normal is not perfect. It takes a while for the story to get into gear. And the first around the edges doesn't work as well as the mid-range comedy as the core. Kenneth Welch seems only comfortable as Charles, a wisecracking lawyer who serves as the coach of its fading body team. Ragner Lapsus seemed credible as a deeply psychotic nurse Helgen who persecutes Renee at work with antithetical advantage, far more than remains acceptably obscure.

But the comic chemistry between Riley and Collette is terrific. And the already quirky humor of Toronto resident Paul Giamatti, who co-wrote the script with Laplante, is evident throughout the movie. Simoneau, meanwhile, directed with a brilliant eye. He keeps the camera in constant motion, bringing life to the minute conversation as a piece of music. Breaking her buttoned collar on the screen is as symbolic as a puck. A puck rocks in slow motion off the forehead of a player. Italian opera or French kissing, Simoneau cre-

ates images of compelling beauty and atmosphere.

The director, in fact, seems so welded to his extreme vision that he develops the movie's cultural implications. As the tale of a pious American promoter who avoids the life of a Canadian immigrant, *Proferty Normal* has an elusive subtext. As one poet, Alois scoffs at Brian's "one, gay little dream"—a mating moment that could apply to Canadian culture in general and the country's struggling film industry in particular. "But my idea was not to make a metaphor between Canada and America," Simoneau told *MovieWeek*. "That's certainly written within the movie, but I didn't think about it at a moment."

Stylishly dressed, his thinning hair pulled back into a ponytail, Simoneau described his

family crew and I feel totally at home with them." In fact, Simoneau says that he feels most at home in Los Angeles than in Toronto. He added: "When I work in Toronto, I'm always 'the guy from Quebec.' But in Hollywood, the movie and the life of talented people who come from different places. Even if my English is very nervous sometimes, I make myself understood. When you look at Hollywood, all those guys who came there from Eastern Europe, they talked like me in a way." Said the director: "I never took any language for granted."

Growing up in Quebec City, there was not much that Simoneau could take for granted. He and his three older sisters were raised in poverty by a single mother, Marie-Faude Simoneau, who survived on welfare. "It was a very fortunate environment," he recalled. He says that he never met his father and that he never knew his name.

When Simoneau was a baby, his father abandoned his mother, who lost all trace of him. Simoneau grew up believing that his father was dead. But at 15, he suddenly learned that he had, in fact, died only two years earlier. "I remember that day," he said. "My mother got a phone call. She went white. In my mind, he had always been dead. So it was like he died twice."

As a child, Simoneau never let himself lose sight of his father's character. "I never let him be a problem for me to do up to the movie world," he said. "I was a little kid." But he adds that he might have become a delinquent had he not discovered photography. By his early teens, he was developing and printing his own pictures. And at 16, he made his first amateur film, as a school project. "It was supposed to be about my mother's work in her car," he said. "I did a super-8 film about death—it's comically about a guy who commits suicide."

After spending a year in senior college, Simoneau went on to work for Gilles Filaire, an independent Quebec City production house, while studying this past term at Laval University. While at Laval, he worked as a TV news cameraman for the local French-language station. "It was 30 hours a week at 2 a.m. and there was a live-on-the-air side of it," he said. "I was the one doing it. But it was just my first shot at the camera, and it was a chance to see an audience all in the space of 30 years."

In TV journalism, Simoneau learned the basic camera style that still distinguishes his

work. After attracting attention with a number of short films, he made his first feature, *Les Châtiments*, a surreal comedy, in 1978. A 1983 documentary, *Why Is the Stronger Man? Zouk Is Coming in Canada*, won him a Canadian Screen award. In 1985, he made *Power without Power* (originally, "unstable power"), a true psychological thriller about the hijacking of an airport track, that brought the director international acclaim.

Bringing a fresh eye to each of his movies, Simoneau displays remarkable versatility. In his 1986 feature, *Le Jour de l'An* (In the Shadow of the Wind), a ghetto tale adapted from Quebec author Anne Hébert's novel, his camera sees and turns like a mad gall around the Gaspé bourgeoisie. In his narrative picture, *Le Jour de l'An*, he tells the story of a young man who is the only one to survive the plague (in the belly of the dragon), his 1988 dance about a mysterious philosophical company, in a crudely sliced narrative form.

As a filmmaker, Simoneau adapts his vision to his material. But he says that his basic method remains the same. "I make movies," he explained, "I wanted it to be a habit, a closed world where you never defend people. And this is what I try to do in every film—to give a taste to someone else." For now, Simoneau's own ticket has taken him to Hollywood, the original dream factory. And there, where he has found success in perfectly normal, he may have an opportunity to shake up those "one, gay little dream" and let them loose.

BRIAN D. JOHNSON in Montreal

Maclean's

BEST-SELLER LIST

FICITION

- 1 *The Old Construction*, Green (3)
- 2 *The Secret Places*, de Gaulle (3)
- 3 *Proseur*, Burt
- 4 *The Plains of Power*, Aust (3)
- 5 *Harvey and the Son of Stairs*, Rother (4)
- 6 *Remains of the Earth*, Mott (4)
- 7 *The Fourth*, de Gaulle (3)
- 8 *The Shores of the Sea*, de Gaulle (3)
- 9 *The Wishing House*, de Gaulle (3)
- 10 *Gold Fish*, Korte (3)

NONFICTION

- 1 *John J. Lee*, de Gaulle (3)
- 2 *Words with Power*, de Gaulle (3)
- 3 *Harvey and the Son of Stairs*, Rother (4)
- 4 *Proseur*, Burt
- 5 *Harvey and the Son of Stairs*, Rother (4)
- 6 *The Shores of the Sea*, de Gaulle (3)
- 7 *The Wishing House*, de Gaulle (3)
- 8 *Gold Fish*, Korte (3)
- 9 *Proseur*, Burt
- 10 *Harvey and the Son of Stairs*, Rother (4)

11 *Proseur*, Burt

Compiled by Brian Johnson



Packing the halls for the boss

BY ALLAN FOTHERINGHAM

The Royal York, a Gothic pile of stone across the street from Toronto's Union Station, once thought of itself as the centre of Canada. When it was opened in 1914, it had 34 stories; it was the tallest building in the British Empire. Vancouver businessman John Stedman, one of the few ever to have the crown prince resign from the Senate out of boredom despite having been president of the Liberal party, explained it the year that Gert gave Keith Davie's view of Canada was everything he could see from the roof of the Royal York.

Today, the old history is a rather comic-tainted subject surrounded by the 60-story Bayview-King glass-and-steel towers of Mississauga of the country's banks, offices as cold as the hearts of the men who own them. It is still filled with conventions of business-class suitcases and nostalgic travellers from Boston, but modern Toronto has gone elsewhere.

But when does a prime minister from Quebec, whom never felt comfortable in Toronto, go when there is a sudden decision to save the country by making a major speech, to be followed a day later by a timely salvation in Quebec City? Of course. In the 1980s, the obscure known as the prime minister, the relative of isolated Ottawa, seems as the most remote, where all the Toronto power people would just have to go, the Royal York.

The phobias of the continued membership of the Empire Club Grade up of them old enough to still remember the word "imperial" and the Canadian Club Group for forwarding national unity to the extent we are where we are today. But how does one fill the Toronto chambers of commerce, grand ballrooms of the Royal York on just a hotel?

It is quite simple, as things always are for a government in power: One calls on people who owe you something. One calls on people who owe Senator Trevor Eyles, Empire Club president, Rev. Harold Roberts, of the Anglican primate, as his relations provide to Senator Eyles for "his help" on this lunch occasion.

As well he might. The Establishment church



needs the *Katzenbachs*. Neophyte Senator Eyles was one of the reform senators appointed last fall by Mulroney to get the act through the upper chamber. (The senators, no nepotism when it comes to political parties, found it polite not to appear for the vote on the abortion bill—thus helping out in the defeat of the government bill that had been passed by the Commons.)

Perhaps the entire episode felt guilty over his unfortunate absence at that publicized one. Perhaps the memorandum that the new boy owed him: Eyles, as we know, is the point man for the Brandon group that owns most of Canada—Royal Trust, Standard, MacMillan Bloedel, Labatt's and so on.

Sitting on 14 corporate boards—which he is now trying to sort out because of his Senate conflict of interest—he is one of the most powerful businessmen in Canada. So, as president of Bessac, the Bradford arm, he has

Bessac shareholders buy six tables for the Mulroney lunch. That is 60 double-branded sets.

The bellows is full of other such examples of corporate largesse. Bank of Montreal? It has poured up four tables, 40 more obligatory warm seats. Bank of Nova Scotia? A mere three tables, meeting 30 mayors. Toronto-Dominion Bank? Four tables, 40 loyal donors at 1400 rubber chairs, which was really rubber. Why is the most generous of all the Canadian Imperial Bank of Commerce, with seven tables, 70 severe barons? Guess what? Bessac does its banking at CIBC. And what is that? An individual, one Gerald Fleming, who has led out for 16 years. The city of Grand Rapids, as it turns out, is a sensitive general manager at Scotiabank. Missing his barons wanted to hide the fact they were actually buying 40 seats rather than 30. Which means four beds, knowing where their head is

buried, have supplied some 200 of the 700 supplies, seats involved. In the theatre, that is known as padding the house.

The usual suspects fit out the bill. Mulroney's, of course, has a table. So does Marchand-Boutin, the real estate of the CIBC. Roy Street's Wood Gundy of course has a table. One Johnny Brown, introduced at the last table along with Senator Eyles, just happens to have bought five tables, just happens to get a lot of government contracts.

One looks around the room and recognizes all the types who followed Mulroney's two electoral victories and who, when he was in desperate trouble over free trade, mounted a heroic all-campaign that saved him.

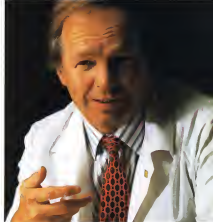
When one is done a favor in politics, one returns the favor. Corporate dynamos Trevor Eyles is made a senator, though he is not quite made up, he would not fit, except a small amount of the Eyles the buzz. He apparently is not much interested either, as the numbers of his attendance record would indicate.

Over the last recorded period, the new boy recruited to help his leader overcome the long Liberal mastery of the Senate has shown up in Ottawa for only 19 of the 81 Senate sessions, ending as it is for the worst. Progressive Conservative attendance in the chamber of second and senators-never thought.

Loyalty to the cause, however, are not sought for detailed appearance in the Senate which they are reluctant to grace. They are more useful on the telephone, to make it impossible to call those who can handle their ample portfolios to fill knowledge about in attendance hallways to give the appearance that the box has strong supporters.

"We have the knowledge to make real inroads against cancer. And the pharmaceutical industry is helping make it happen."

Dr. Fernand Labrie,
Director of Research,
Laval University
Medical Centre



In my own laboratory, funding from pharmaceutical companies keeps a team of ten scientists at work. In two or three years, we expect to have a test ready to detect early prostate cancer. It could mean patients gaining decades of normal, productive life."

Dr. Fernand Labrie speaks with authority. A world-renowned cancer researcher, he has pioneered methods of blocking the hormones that promote tumour growth. He is mindful that this front-line work relies heavily on outside help.

"Without the financial backing and organizational skills of the pharmaceutical companies, we couldn't get new medications to the people who need them."

Precisely which companies is Dr. Labrie talking about? The "innovative" pharmaceutical firms who develop and manufacture original brand-name prescription medicines.

Many of our names would be familiar to you. Collectively we're the Pharmaceutical Manufacturers Association of Canada (PMAC).

And while supporting university and hospital programs remains a

top priority, we are fundamentally researchers ourselves. In fact, most of the therapeutic breakthroughs of this century came from the work of the innovative pharmaceutical companies.

As you might imagine, landmark medical discoveries don't come cheaply. Every year, PMAC companies invest more than \$200 million in research and development.

And that money comes from sales of our products—brand-name prescription medicines. So that each time you purchase a brand-name medication, you're making a small but vital contribution to Canadian research.

You're helping cancer specialists like Dr. Fernand Labrie. And ensuring that research itself will continue to have a healthy future.

PHARMACEUTICAL MANUFACTURERS ASSOCIATION OF CANADA

Representing Canada's Innovative Pharmaceutical Companies

For more information, write:
PMAC, 302-1111 Prince of Wales Drive, Ottawa, Ontario K2C 3T2



A king with no clothes is still a king.



Crown Royal®